The Bombay Gazette.

No. 7,001.—New Series. BOMBAY:—MONDAY, JULY 17, 1871. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage	„ 72 0
For half year in advance, delivered in Town	„ 26 0
——— including postage	„ 36 0
For three months' advance, delivered in Town	„ 16 0
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For one month, delivered in Town	„ 6 0
——— including postage	„ 7 12
Single Copy for Cash	„ 0 4
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under	
First insertion	Rs. 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASIA, 1,579 Tons, 250 H.P., Commander D. McCallum, will be despatched on TUESDAY, the 18th July, at noon.

	July.		August.
Leave BOMBAY	18	Leave Madras	1
„ Carwar	20	„ Coconada	3
„ Narrakel	22	„ Vizagapatam	4
„ Alleppy	23	„ Bimlipatam	4
„ Tuticorin	24	„ Gopaulpore	5
„ Colombo	25	„ False Point	6
„ Galle	26	Arrive CALCUTTA	7
„ Negapatam	29		
„ Pondicherry	30		

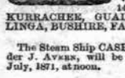
During the S. W. Monsoon, viz., from the beginning of June to the end of August, the Steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin, but passengers for the Neilgherries may be landed at Tellicherry, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam Ship CASHMERE, 1,028 tons, 200 H. P., Commander J. Ayers, will be despatched on SATURDAY, the 22nd July, 1871, at noon.

	July.		Aug.
Leaves BOMBAY	22	Leave BUSSORAH	11
„ Kurrachee	26	„ Fao	11
„ Guadur	27	„ Bushire	17
„ Muscat	30	„ Linga	17
„ Bunder Abbas	31	„ Bunder Abbas	18
	Aug.		
„ Linga	2	„ Muscat	20
„ Bushire	4	„ Guadur	22
„ Fao	6	„ Kurrachee	26
Arrive BUSSORAH	7	Arrive BOMBAY	29

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every SATURDAY, at noon.

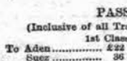
The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Gotting, will be despatched on SATURDAY, the 29th July 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL).



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., of GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES,

(Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15		£4
Suez	36	22½		8
Alexandria	39	25		9-10
Messina	45	32½		12
Naples	47	34		13
Leghorn	50	34		14
Genoa	50	34		14
Marseilles (transhipment at Genoa)	52	35½		14-10

Including Wines. Without Food.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay,

INDIA, on TUESDAY, 1st AUGUST, 1871.

ARABIA, on FRIDAY, 1st SEPTEMBER, 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to VOLKART BROTHERS,

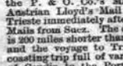
Agents Rubattino Steam Navigation Company.

Bombay, 2nd July 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE via SUEZ CANAL.

THE Company intends to despatch every month a Steamer from TRIESTE to BOMBAY and vice versa.



The APIS, 1,400 Tons, will be despatched from Bombay, about the 28th JULY. These Steamers have limited accommodation for a small number of Passengers. The rates for Cabin Passengers include food and table wine to Trieste, Egypt, and free conveyance of 3 cwt. luggage. For Baggage in excess £4 per Ton is charged.

PASSENGER RATES FROM BOMBAY:

To	Cabin.		Deck with Food.
Aden	£16	.....	£ 7-13
Suez	£28	.....	£13- 7
To Port Said	£30	.....	£14- 6
To Trieste	£40	.....	£19- 0

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England and the Continent generally.

There is also a weekly service by Mail Steamers between Alexandria and Trieste, and vice versa, in connection with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's Mail Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers from Alexandria to Southampton, at a charge of 10s. per cwt., for the regulated allowance of 5 cwt., and of 20s. per cwt. for excess weight, (both exclusive of transit through Egypt), to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned grants also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE.

First Class	£13	Second Class	£9

Children under 10 years at Half Fare; under 2 years, Free.

REDUCED FARES FOR FAMILIES, consisting of not less than 3 adult members travelling together:—First Class, £10-16 per head; Second Class, £7-4 per head.

Personal Baggage allowed Free: 1st Class 200 lbs., 2nd Class 130 lbs., overweight 10s. per 100 lbs.

Railway tickets, from SUEZ, to ALEXANDRIA, with all the privileges of passengers by the Steamers: First Class, £3; Second Class, £2. Children over 3 and under 10 years at Half Fare. Free Baggage 1st Class 3 cwt., 2nd Class 200 lbs., overweight 7s. per cwt.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co., and the Bombay and Bengal Steam Ship Co., and via Bombay from the various ports booked at by the steamers of the British India Steam Navigation Company.

TRANSHIPMENT SERVICE AT PORT SAID.

GOODS for Trieste, Venice, Odessa, and Ports on the Syrian, Turkish and Greek Coasts, shipped by Steamers under any Flag whatever from Japanese, Chinese and Indian Ports bound to Mediterranean or British Ports, via Suez Canal, are received and transhipped by the Austrian Lloyd's Agent at Port Said, and forwarded to their destination by the Company's regular lines of Steamers.

For further particulars, and for freight and passage apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 2, Ash Lane, June 1871.

NOTICE.—CONSIGNEES per Ship HADDINGTON, arrived from London, are requested to DESPATCH BOATS to TAKE DELIVERY of their respective GOODS; otherwise they will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 13th July 1871.

COPPER-PLATE PRINTING, ENGRAVING, &c.—VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices. Specimens may be seen at the Office of the "Bombay Gazette." Press.

SHIPPING.

OVERLAND ROUTE.

On Tuesday, the 18th July, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. SURAT [2,578 tons, and 500, H.P.) Captain E. J. Baker, will LEAVE for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows:—

To BRINDISI.....First Class Rs. 600 Second Class Rs. 300
To SOUTHAMPTON. „ „ 850 „ „ 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. TANJORE, (1,971 tons, and 450 H.P.), Captain A. H. Johnson, will be despatched for the above Ports on WEDNESDAY, the 19th July, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, Calcutta, and Australia.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 18th instant.

G. F. HENRY, Superintendent.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 (	2 (	3 0
Second Class	0 12	1 0	0 (	0 12	0 12
Third Class	0 6	0 8	0 (	0 6	0 6

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

SALES BY AUCTION.

MENESSE & COMPANY.

On THURSDAY, the 20th instant, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale, at their Rooms, of a quantity of Grey, Coloured and White Piece Goods, Twist, &c., &c.

- 8 Bales Grey Shirtings
- 5 ditto Grey T Cloth
- 10 Cases Yellow Prints
- 2 ditto White Dhooties
- 2 ditto Coloured Dhooties
- 1 ditto Superior Prints

An Invoice of fresh Oilmanstores by the celebrated Purveyors Crosse and Blackwell, just landed ex Milwall, consisting of assorted Pickles, Sauces, Vinegar, Mustard, Salad Oil, Essences, Coffee, Syrups, Tart Fruits, Crystallized Fruits, Syrup Fruits, Jams and Jellies, Muscatels, Currants, Potted Meat, Pine-apples, Oxford and Bologna Sausages, Herring a la Sardines, Black Leicester Mushroom Mascaroni, Vermicelli, assorted Soups, White and Irish Bacon, Cheddar and Berkley Cheeses, &c., &c.

Bombay, 17th July 1871. MENESSE & Co.

CRAWFORD and COMPANY, 3, Marine Street.

SALE OF VALUABLE LAND NEAR POONA.

By order of the Trustees of Mr. Dorabjee Pestonjee's Estate.

On TUESDAY, the 25th instant, at 4 P.M., Messrs. CRAWFORD and Co will submit to sale by Public Auction, at their rooms, the following two Lots of Valuable land.

Lot No. 1.

A large piece of flat land in Kewla near Poona, held on Mersasee tenure, measuring about 4,40,000 square yards black soil and capable of producing Cotton, Linseed, &c., with 4 pucka built fresh water wells, situated about 20 miles from Poona and very close to the Chinchwar Railway Station. A good Government road crosses the estate. The annual tax payable to Government is Rs. 89 only.

Lot No. 2.

A piece of ground in Poona near Parbutty measuring about 7,000 square yards and surrounded by walls with a foundation for a bungalow and several mangoe and other trees. The Government tax is 4 annas a year.

CRAWFORD & Co.

Bombay, 17th July 1871.

MEHRJEE, JOHNSTON and COMPANY, No. 25, Apollo Street.

AUCTION SALE OF LANDED PROPERTY AT NEW NAGPADDA.

On THURSDAY, the 20th day of July 1871, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Co., will sell by Public Auction, on the premises, by order of the Official Assignee with the consent of the mortgagee Motee Duya & Co. In Re Lalla Jeevun an Insolvent, the whole of his right, title, and interest in the following landed property, viz.:—

All that piece or parcel of Government ground with the tenement or dwelling-house standing thereon, situated in New-Town, (or New Nagpadda) containing by admeasurement about 76 2/9 square yards, be the same little more or less, bounded on the south by sweeper's passage, on the north by Bazar Street, on the east by the house of Nana Jeevun, on the west by public road, assessed by the Collector of Land Revenue under No. 477, and by the Collector of Assessment under No. 71.

For further particulars apply at the Office of the Official Assignee, High Court, or to the undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 17th July 1871

TO CAPITALISTS.—Two or Three TEA ESTATES, varying in area from one hundred (100) to three hundred (300) acres, can now be PURCHASED in the Kangra Valley, the most salubrious and Picturesque of all the Himalayan districts. For particulars apply to the SECRETARY of the Planters' Association, Palumpore, Kangra Valley, Punjab.

THACKER, VINING, & Co.

A COMPLETE BOOK CATALOGUE is in course of preparation; orders will be registered.

AN INTERIM PAMPHLET, containing Paragraph Notices and Lists of Valuable Books, Instruments, Pictures and Sundries, may be had on application.

PESTONJEE EDULJEE SHROFF.

LIVERY STABLES,

Calbadevee Road, next door Jamsetjee, Noorbhai and Co., and the Branch Post Office.

P. E. S. lets out on hire good Palanquin Shigrams, Phaetons, Carriages, Buggies, and Broughams, with either one horse or a pair. Charges moderate.

INDIAN TEAS,

FROM THE KOUSANIE TEA COMPANY.

	Cash.	Credit.
	Rs.	Rs.
The KOUSANIE MIXTURE and KOUSANIE SOUCHONG, in packets of 2 lbs. each, per lb	2	2 4
ORANGE PEKOE and YOUNG HYSON, choice flavouring Teas ... ...per lb.	2 4	2 8

FRESH SUPPLIES OF THE ABOVE ON SALE,

(Liberal discount to dealers.)

AGENTS

TREACHER & Co. (Limited).

McCABE'S WATCHES.

CAUTION TO PURCHASERS.

Watches of very inferior quality NOT made by JAMES McCABE, but fraudulently marked with his name, are now being offered for sale in India and elsewhere. Purchasers are advised to exercise caution, and to buy only of respectable traders, or to remit direct by Bank draft or otherwise. Price Lists forwarded on application, post free.

32, Cornhill, London.

CROSSE and BLACKWELL'S CELEBRATED OILMEN'S STORES, ALL WARRANTED OF SUPERIOR QUALITY.

Pickles, Sauces, Syrups.
Jams in tins and jars.
Orange Marmalade.
Tart Fruits, Dessert Fruits.
Pompons, Lisbon Apricots and Peaches.
Mustard, Vinegar.
Fruits in Brandy and Noyeau.
Potted Meats and Fish.
Fresh Salmon, Oysters and Herrings.
Kippered Salmon and Herrings.
Herrings à la Sardine.
Pickled Salmon.
Yarmouth Bloaters.
Blackwall Whitebait.
Fresh and Findon Haddocks.
Pure Salad Oil.
Soups in Pint and Quart Tins.
Preserved Meats in tins.
Peas, Carrots, Beans, and other Vegetables.
Preserved Hams and Cheese.
Preserved Bacon.
Oxford and Cambridge Sausages.
Bologna Sausages.
Yorkshire Game Pâtes.
Yorkshire Pork Pâtes.
Tongues, Game, Poultry.
Plum Puddings.
Lea and Perrins' Worcestshire Sauce.

FRESH SUPPLIES OF THE ABOVE AND NUMEROUS OTHER TABLE DELICACIES MAY ALWAYS BE HAD FROM TREACHER & CO., BOMBAY AND POONA, AND FROM MOST STOREKEEPERS IN INDIA.

CAUTION.

Jars and Bottles should invariably be destroyed when empty, to prevent the fraud of refilling them with native productions. Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

Every Cork is branded with Crosse and Blackwell's name.

CROSSE and BLACKWELL, PURVEYORS TO THE QUEEN, SOHO SQUARE, LONDON.

At the Paris Exhibition of 1867, THREE PRIZE MEDALS were awarded to CROSSE & BLACKWELL for the marked of their productions.

NEW ADVERTISEMENTS.

COLUMBIAN STOVE WORKS, GLASGOW.

Agent in Bombay, Fort,

J. NEUBERG.

The "VICTORESS" COOKING STOVE, Nos. 6, 7, 8, 9.

The "MISTRESS" COOKING STOVE, complete with Water] Tank in body of Stove, Rs. 120.

The "VICTORESS," No. 9, complete with Copper Hot Water Attachment.

The "VICTORESS" and "MISTRESS" KITCHENERS, adapted for small Families as well as for the largest Household, and will burn any of the ordinary kinds of Coal, Dross, Wood, Charcoal or Coke.

No. 6	Rs. 80
„ 7	„ 100
„ 8	„ 120
„ 9	„ 140

These prices include all the necessary Cooking Utensils, Smoke Pipe and Elbow.

A separate charge for the Hot Water Attachment with No. 9 only.

The "MAGNOLIA" COOKING STOVE, a small size Stove without Oven, price Rs. 45 complete.

HEATING AND WARMING STOVES.

The QUEEN	Rs. 50
The EXCELSIOR	„ 50
The PRESIDENT	„ 50
The SYLPH, Nos. 6 and 7	„ 25 and 30

FIRE FLY STOVES, or ENGLISH SEGREES.

Extra FIRE BRICKS and SMOKE PIPES supplied at a MODERATE CHARGE.

Bombay. J. NEUBERG.

NOTICE.—UPWARDS of 4,000 Bags of RICE, Bengal, good quality, will be SOLD by PUBLIC AUCTION, at the Commissariat Stores, Town Barracks, commencing at 11 A.M., on THURSDAY, 20th instant, the sale continuing every alternate day until the whole quantity is disposed of.

The lots will consist of 5 bags each.

Terms—Cash; and the lots to be cleared away forthwith on the close of each day's sale.

M. W. WILLOUGHBY, Major, Executive Commissariat Officer, Presidency.

Bombay, Exec. Com. Office, 15th July 1871.

MEDICAL.

D. S. KEMP & Co.'s PREPARATION OF KOUSSO.

D. S. K. & Co. have at length overcome the difficulty that has always been found in exhibiting the above valuable Remedy. Their Preparation resembles a Syrup; it may be given to Infants or Adults; the effect is thorough and at the same time painless.

Per Bottle, Rs. 3 & Rs. 5.

D. S. KEMP & Co.

PULVERMACHER'S GALVANIC CHAIN-BANDS AND BELTS.

ON SALE BY

TREACHER & Co. (Limited).

CROQUET,

By JAQUES and other Makers,

At Rs. 14, 18, 20, 25, 28, 30, 33, 42, 45, per set,

with Rules and all Requisites,

COMPLETE IN CASE,

(Subject to a discount of Rs. 2 on each Rupee for Cash Payment),

ON SALE BY

TREACHER & Co. (Limited).

GYMKHANA KIT.

CRICKET.	FENCING.	RACKET.
BATS.	FOILS.	BATS.
BALLS.	JACKETS.	BALLS.
BOOTS.	HAND GUARDS.	DRESSES.
GLOVES.	LUNGING PADS.	SHOES.
LEG GUARDS.	MASKS.	FIVES BALLS.
STUMPS.	SINGLE STICKS.	&c., &c.

And Sundries of every description.

BY BARTLETT, CLAPSHAW, DUKE, LILLYWHITE, PAGE & JEFFERIES,

On sale by

TREACHER & Co. (Limited).

TO BE LET, 1st and 2nd FLOOR of the HOUSE No. 1 in Church Lane. One Large dry GODOWN in Marine Street.—Apply to

Mr. FRAMJEE NASSERWANJEE PATELL, Cumballa House.

NORTH AMERICA LIFE OFFICE.

ASSETS, 1871	£10,48,000
PREMIUM INCOME, 1870	„ 4,88,000
CASH CREDIT, in GREAT BRITAIN and INDIA	£ 20,000

Very special advantages are offered by this Company to intending assurers, embracing ABSOLUTE SECURITY and larger BONUSES than most Offices. ANNUITIES granted on liberal terms. Prospectuses, Rates of Premium, &c., to be obtained from R. L. SOUTHERN & Co.,

2, Meadow Street. Bombay Agents.

ON SALE, at the STORES of the undersigned, THIERCELIN'S CHAMPAGNE.

imported direct from the Growers' Vineyards, Epernay, a pure, delicious, and exhilirating Wine, fully equal in quality to the most famous BRANDS.

PRICES FOR CASH.

VERGINAY, extra	Rs. 34 per dozen qts.
Ditto ditto	„ 35 per 2 dozen pts.
SILLERY, superior	„ 28 per dozen qts.
Ditto ditto	„ 29 per 2 dozen pts.

ALSO JUST ARRIVED PER INDUS,

PATENT WOVEN WIRE MATTRESSES.

This new and luxurious Invention recommends itself in a pre-eminent degree to both the EUROPEAN and NATIVE COMMUNITY of INDIA. Health everywhere is more or less dependant upon retreshing sleep, and the Tropics experience proves that the character of the bed has more than anything else to do with the power to enjoy unbroken rest.

For HOSPITALS, BARRACKS, STEAMER BERTHS, CAMP DUTY, AMBULANCES, DRAWING ROOMS, and even RAILWAY CARRIAGES, as well as every other purpose where the object to be attained is the greatest comfort in repose. The WOVEN WIRE MATTRESS is a strong and wonderful fabric of fine wire, so interlocked and woven by a curious and patented process of diagonal DOUBLE WEAVING that, when stretched upon a proper frame, an ELASTIC and PERFECT sleeping arrangement is secured. The hard spring wire used is carefully tinned, and presents a very attractive appearance.

It is, in fact, a complete appliance for all purposes of REST and SLEEP, combining all the advantages of a Perfect Spring Bed and the usual Under Mattress in ONE ARTICLE, while it has none of the objections of either; it can be rolled to any Bedstead.

R. L. SOUTHERN & Co.,

2, Meadow Street, Bombay.

CHLORALUM,

A Safe, Odourless, Non-Poisonous Disinfectant.

The Saline Antiseptic

Harmless as Common Salt.

CHLORALUM is an active preservative of organic substances. It can be used for cleansing and purifying all agents to which decomposing matters may adhere.

CHLORALUM has been found to remove bad smells which are not readily attacked by other deodorisers. A newly painted room or house is rendered habitable by the suspension of cloths dipped in Chloralum in the centre of the room containing the liquid. Moreover Chloralum removes the strong odour of onions, garlic, and other agents, which sometimes affect the sweetness of cupboards, meat safes, larders, and other places in dwellings.

CHLORALUM, if placed, either fluid or in powder, in an open dish in a room (and from its odourless character it may be used in any drawing-room) will, from the readiness with which it attracts moisture and floating particles in atmospheric currents, ensure a more complete purification than the volatile disinfectants which charge the air in such a way as to create discomfort.

CHLORALUM POWDER

Is a most elegant and powerful preparation, and a subs itute for the disagreeable Disinfectants which have hitherto been placed at the disposal of the public and the medical profession. The objects aimed at in the manufacture of Chloralum Powder have been uniform high strength and cheapness.

Chloralum Powder has the general properties well known by this time to belong to the Chloralum Solution, and in addition dried up pools and puddles which form in foul, ill-drained stables cowsheds, &c. It is not intended, however, only for the stable and farmyard. Chloralum Powder will be found invaluable in

Hospitals.	Alleys and Roads.
Close and Ill Ventilated Apartments.	Brewers and Gully Holes.
Earth Closets.	In the Dairy, and all kinds of Provision Stores.
Dust Bins.	In the Kennel, and in Poultry Houses.
Wine and Beer Cellars.	

Under these, and a vast number of other circumstances, Chloralum Powder may be used, owing to its active, preservative, and deodorising properties. It is not caustic, nor hurtful in any way; and, although it absorbs moisture, it

DOES NOT DETERIORATE BY KEEPING,

but retains its power of neutralising foetid organic ammonias, and other compounds which constitute the bases of offensive animal and vegetable emanations.

MESSRS. R. L. SOUTHERN & Co., No. 2, MEDOW STREET,

Have been appointed SOLE AGENTS in Bombay.

Price Rs. 10 per cwt. for Powder, and Rs. 12 per dozen quarts for the Liquid.

J. AND E. ATKINSON.

WHOLESALE AND EXPORT PERFUMERS, AND FANCY SOAP MANUFACTURERS, 24, OLD BOND STREET, LONDON.

ESTABLISHED 1799.

Prize Medals—London, 1862; Paris, 1867.

ATKINSONS' CELEBRATED WHITE ROSE AND OTHER PERFUMES.

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N.B.—All Perfumes manufactured "in Bond," and shipped duty free at great reduction.

PRICE LIST ON APPLICATION.

Caution.—Many spurious imitations are now sold of Messrs. J. & E. Atkinsons' Goods; orders should therefore be sent direct or through commission houses of repute. Their goods may be had of all respectable dealers throughout India and China.

NOTICES.

BOMBAY PIER COMPANY, (Limited).

To be registered under "The Indian Companies' Act 1866."

CAPITAL 40 LACS, in 4,000 SHARES of Rs. 1,000 EACH.

FIRST ISSUE 30 LACS, in 3,000 SHARES of Rs. 1,000 EACH.

Deposit on application Rs. 100 per share, and Rs. 400 on allotment, the balance of Rs. 500 per share to be payable on the 30th December next.

SECOND ISSUE OF 10 LACS, IN 1,000 SHARES OF RS. 1,000 EACH, WILL BE ISSUED, WHEN REQUIRED FOR EXTENSION OF PROPERTY, AND WILL BE FIRST OFFERED TO THE THEN EXISTING PROPRIETORS.

DIRECTORS.

SIR JAMSETJEE JEJEEBHOY, BART., C.S.I.

HON. A. D. SASSOON, C.S.I. | A. J. MACDONALD, Esq.
AHMEDBHOYBHUBHBROY, | A. M. GUBBAY, Esq.
Esq.

(*With power to add to their number.*)

ENGINEER.

ARTHUR W. FORDE, Esq., C.E., Mem. Inst. C.E.

BANKERS.

THE NEW BANK OF BOMBAY, LIMITED.

SOLICITORS.

MESSRS. RIMINGTON, HORE, AND LANGLEY.

SECRETARIES AND TREASURERS.

SIR CHARLES FORBES AND CO.

It is proposed to establish this Company for the purpose of supplying a want long felt in this important city, that is, a Pier alongside which vessels of almost any tonnage may lie afloat and discharge at all times of the tide.

During 1856 and 1857 numerous proposals for Wet Docks and Pier Schemes were submitted to the public, but they were generally of such an ambitious and gigantic character as to be considered in advance of the times, and consequently the resources for carrying any of the schemes into effect were not obtainable, or they were for other reasons abandoned. Subsequently plans for similar works, but of a less expensive and simple nature, were brought forward to be received with apathy, and nothing came of them except a general discussion on the comparative advantages of Wet Docks and Piers, the result being a balance of skilled testimony conclusively showing that Piers, both from an economical and sanitary point of view, were preferable in a tropical climate to Wet Docks. At a more recent period, that is, when Bombay was revelling in the riches derived from the adventitious trade which followed the breaking out of Civil War in America, numerous schemes were planned and vast amounts spent thereon, all of which, with one or two exceptions, have miserably failed in their intended purpose, and Bombay is therefore to this day without Docks or Piers.

If the want of accommodation for the Export and Import trade of this Port was felt so keenly at the periods above referred to, it must be admitted that the increase since of that trade now renders it more than ever desirable that Bombay should not be behind any Port in the East, many of which, although of much less importance, have either Docks or Piers, in the facilities available for the loading and discharging of vessels, and the shipping, landing, and storing of merchandize.

In order that the increase of our trade may be appreciated, the statistics of tonnage taken from Official returns are subjoined:—

	Entered. Ships.	Tons.	Cleared. Ships.	Tons.
1856-57	568	441,978	536	387,291
1869-70	930	793,567	938	791,011
Increase	362	351,289	402	403,620

And a comparison of even more recent years shows the same steady increase:—

	Entered. Ships.	Tons.	Cleared. Ships.	Tons.
1865-66	759	589,327	764	628,423
1869-70	930	793,267	938	791,011
Increase	171	203,940	154	162,588

The value of Exports for the Financial Year 1869-70, including Treasure, were Rs. 26,36,80,998, and in the Imports Rs. 21,92,37,065.

The Exports for the year ending 31st December last comprised 10,55,335 bales Cotton, 40,503 bales Wool, 131,000 bags Seed, 43,753 chests Opium, 10,000 bales Hemp, 28,407 bags Myrabolams, and 4,419 cwts. Ivory, besides a large quantity of miscellaneous produce.

The completion of the Suez Canal, the opening up of railways throughout the country, and the establishment of telegraphic communication both with East and West, have given a new and powerful stimulus to Indian trade, the effect of which must be a further and growing increase in the commercial interests of this Port. In steam tonnage alone the increase is already great, and when it is considered that the chief shipbuilders of the United Kingdom are turning out every three months over 250,000 tons of shipping suitable for trade via the Canal, the necessity for such a Pier as contemplated is apparent. During 1870, the opening year of the Canal trade, the steam tonnage inwards and outwards, exclusive of the Peninsular and Oriental Company's ships, was 76,0,0 and 70,0,0 tons respectively. The exports via the Canal and by Steamer and Overland for 1870 were 4,33,332 bales Cotton, 18,293 bales Wool, and 1,85,198 packages of miscellaneous produce. The exports by steamers to China in 1870 were 41,000 chests Opium, 43,753 bales Cotton, and 32,765 of miscellaneous produce. It is beyond a doubt that a large proportion if not the whole of this tonnage, as well as vessels with general cargoes, will have recourse to the Pier when its advantages for speedy discharge and loading are apparent. The position of the Pier being contiguous to the Principal Cotton Presses, the Cotton Green, and the Goods Station of the Bombay, Baroda, and Central India Railway,—with which Railway a junction at small cost can be obtained, thus opening communication with the Great Indian Peninsula Railway also—will offer facilities not hitherto enjoyed for the shipment of Cotton and the landing of merchandize, whether destined for Bombay or up-country. With cotton pressed in the districts, the railway waggon will go alongside ship, and thus save cartage altogether.

The important and valuable concession to construct this Pier, granted by the Government of Bombay, has been secured for this Company from Messrs. David Sassoon and Company, the consideration being Two Hundred Shares of One Thousand Rupees each in the Company fully paid up. For this consideration the landed property lately purchased by Messrs. David Sassoon & Co. from the Bombay Reclamation Co., and the works carried out since the transfer to Messrs. David Sassoon & Co., with all rights involved in the concession, will be conveyed to the Company. The concession is in the following terms:—

Bombay Castle, 4th April 1871.

Resolution.—Government are willing to grant to Messrs. David Sassoon & Co. a concession to erect a Pier on the plan now submitted, and affording the accommodation therein exhibited extending into deep water, from the property recently purchased by Messrs. David Sassoon & Co., from the late Back Bay Company, on the following general terms:—

1. The right of Messrs. David Sassoon & Co., under the lease on which they now hold the property at Colaba, not to be affected.
2. The concession to be carried out by a Public Company.
3. The Company by whom the Pier may be constructed to be entitled to charge for the accommodation they afford on the Pier, at rates which shall be subject to the approval of Government.
4. The Company to be bound to levy and pay over to Government such wharfage or bunder fees on all goods landed or shipped on any part of the Pier, as would be payable by the same goods if landed or shipped on any wharf or bunder, the property of Government, under Act V. of 1870.
5. The plan now submitted shall not be varied as regards site, or extent of accommodation, without the sanction of Government.
6. The concession now granted will have effect for 100 years.
7. Government to have the right of pre-emption at the end of 25 years from the date of the granting of the concession, and at the expiration of each succeeding 25 years, until the expiration of the term for which it is granted, for a sum calculated at 20 years' purchase of the average net amount found to be available for dividend, after providing for all charges of maintenance, establishment, and repairs by two Arbitrators, one of whom shall be appointed by Government and the other by the Company. The Arbitrators, so appointed, shall have power to nominate an Umpire, whose decision shall be final. The Company to be bound on the purchase being completed, to allow free access to the Pier.
8. All details as regards this concession will be arranged in communication with the Law Officers: the above are only to be understood to be the general terms on which it will be granted.

The Pier, which will be 83 feet wide, will project 2,200 feet from the eastern boundary of the land property, and in a line with

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

SATURDAY AFTERNOON.

MARKET steady. Several sales in the French Loan took place at 93½.

CALCUTTA.—12TH JULY, 1871.

THE following transactions were reported to-day :—

In Government Securities—

4 per cents, a very large piece, at Rs. 99, or 1 discount, and smaller amounts, at Rs. 99-2, or 1-14 discount.

5 per cents, of 1856-57, at Rs. 105-11.

5½ per cents, Rs. 113-10.

In shares—

Port Canning Land, Investment, &c, Co's shares among speculators at from Rs. 385 to 390.

—*Englishman.*

MILITARY.

ARRIVAL.—JULY 15.

Miles, Captain, Political Department, on duty, from Aden.

DEPARTURES.—JULY 15.

Hancock, Captain, Political Department, on duty, to Poona.

Miles, Captain, Political Department, to join, to Gwadur.

JULY 16.

Bird, Captain, Madras Sappers and Miners, to join, to Secundrabad.

Pringle (Sir), Captain, 38th Regiment, to rejoin, to Rawul Pindee.

POONA DIVISION ORDERS.

BY MAJOR-GENERAL J. T. GRANT, C B,
Commanding Poona Division of the Army.

Poona, 14th July, 1871.

Under instructions from Army Head Quarters, and with reference to Horse Guards' General Order No. 8 of 1871, a Board of officers, composed as follows, will assemble at such time and place as the President may appoint, for the examination of Lieutenant De la Voye, 58th Foot, who is a candidate to the Staff College :—

President.—Lieutenant-Colonel Montmorency, General Depot.

The Poona Brigade will furnish two Captains as members to complete the Board.

The regulations and instructions contained in the above quoted Horse Guards' General Order must not be deviated from in the slightest degree.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 4th July 1871.

The Commander-in-Chief in India is pleased to assign local rank to the undermentioned officer :—

108th Foot.—Lieutenant I. M'L. Urquhart to be Captain, from the 4th of February 1871.

Memorandum.—The promotion in the 108th Regiment, published at page 315 of General Orders of the 27th June, is cancelled. Dated 28th June 1871.

Surgeon-Major E. C. Thorp, M.D., in joint medical charge of Simla, is directed to afford professional aid to the detachment 1st Goorkha Regiment at that station. Dated 15th April 1871.

Captain R. T. Hare, Staff Corps, is posted to the 14th Native Infantry, for duty.

The undermentioned candidates are reported to have passed the lower standard in Hindoostance on the 5th June 1871 :—

Lieutenant F. W. Carey, Royal Artillery.

Lance Corporal H. Purcell, 2nd Bn. 19th Foot.

Barrack Sergeant Thomas Neville is appointed officiating 2nd class Barrackmaster at Mooltan, vice Sergeant William Shakespeare, deceased.

The following orders are confirmed :—

21st Native Infantry.—Regimental Order, dated the 17th May, making the following temporary appointments, in consequence of Captain J. M. Stewart, attached, having rejoined :—

Captain J. M. Stewart to officiate as 2nd in Command and Wing Officer.

Captain J. G. T. Carruthers, Adjutant, to officiate as Wing Officer.

Ensign H. H. Swetenham, 2nd Wing Subaltern, to officiate as Quartermaster, in addition to his other duties.

28th Native Infantry.—Regimental Order, dated the 18th June, appointing Captain H. S. Marshall, 1st Wing Subaltern, to officiate as Wing Officer, in addition to his other duties, vice Lieutenant-Colonel W. C. Hamilton proceeded on leave.

30th Native Infantry.—Regimental Order, dated the 2nd June, making the following temporary appointment, with effect from the 26th ultimo, vice Major R. D. Campbell proceeded on furlough :—

Lieutenant W. G. C. Halkett, Adjutant, to officiate as 2nd in Command and Wing Officer, in addition to his other duties.

4th Goorkhas.—Regimental Order, dated the 15th June, attaching Captain C. J. Farquharson, late 2nd Wing Subaltern, to the regiment.

The Right Hon'ble the Commander-in-Chief is pleased to notify, that on the number of grown girls and infants attending a regimental school, reaching that for which pay of a monitress is authorized (Military Regulations, section 57, para. 46,) the appointment of a monitress may be made by the Commanding Officer in communication with the Superintendent of Army Schools.

It will suffice to send to the Superintendent's office an extract of the Regimental Order making the appointment, with the following particulars :—

Age ;—standard of reading, dictation and arithmetic, as per last examination :—and a statement that the monitress will continue to be taught daily with the other children by the Schoolmaster, or by the Schoolmistress, in cases where the grown girls are instructed by the latter.

SCHOOLS.

As some misapprehension appears to exist regarding the appointment of Acting School-Military Regulations, mistresses to fill temporary section 57, para. 45. vacancies in British corps, the Right Hon'ble the Commander-in-Chief in India desires it to be understood that the charge of Infant and Industrial schools should always, when practicable, be held by trained Schoolmistresses.

His Excellency therefore directs that, whenever a vacancy occurs, application be at once made to the Superintendent of Army Schools for the services of a trained Schoolmistress, temporary arrangements being made under the orders of the Officer Commanding the corps, by an acting appointment.

The above order is applicable to all corps to which a trained Schoolmistress has not been appointed. Should there be any special grounds for retaining the services of any particular untrained Schoolmistress, an application, stating fully the reasons, should be forwarded at once to Head Quarters for the consideration of the Commander-in-Chief in India.

HOME ORDERS—ARMS.

Clause 43 of Army Circular, 1871, ("Accoutrements for Boys,") republished below, is, with the sanction of the Government of India, made applicable to this country :—

Clause 43—Accoutrements for Boys.

"In order to prevent the unequal wear of accoutrements, waistbelts, frog and union pouch-pockets will be demanded for boys of regiments, enlisted under the provisions of para. 1,342 of the Queen's Regulations, and will be in addition to existing establishments."

MADRAS ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Head Quarters, Madras, 5th July 1871.

The following removals are ordered :—

Assistant Surgeon F. M. Rickard, from Deputy Inspector General's Department, I. M. Department, doing duty General Hospital, to attached 25th Native Infantry.

2nd Class Asst. Apothy. E. C. Garratt, from 16th Lancers, to 4th Battery 23rd Brigade Royal Artillery—to join at public expense.

2nd Class Asst. Apothy. C. B. Connolly, from Depy. Inspr. Genl.'s Dept., Mysore Circle, to 16th Lancers.

The following postings and removals are ordered :—

Asst. Apothy. W. G. McFarland, to General Hospital, Madras, vice Asst. Apothy. G. Webber.

Asst. Apothy. C. G. Roberts, to Depy. Inspr.-Genl's Dept., Hyd. Subsidiary Force.

Native Medl. Pupil P. Mootoosawmy Pillay, Garrison No 1,205, Cantonment Hospital, Secunderabad, to hospital, Bangalore.

Captain H. H. Hooke, 45th Foot, is appointed Staff Officer of Convalescent Depot at Wellington, vice Captain Yeldham, 18th Hussars, removed.

Captain Yeldham will rejoin his regiment at Secunderabad.

Leave of absence :—

Royal Artillery—Colonel H. E. Hicks, 5th Brigade, from 19th to 28th June 1871—Bangalore, private affairs, the first five days being privilege leave.

Royal Artillery—Lieutenant W. M. Campbell, 23rd Brigade, in extension to the 23rd September 1871—Neilgherries, medical certificate.

Brigade Staff—Brigadier-General G. B. Shakespear, Commanding Centre Districts, from 10th July 1871, or date of departure to the 20th August 1871, privilege leave.

21st Foot—Lieutenant J. N. Tew, from 17th June to 16th August 1871—Rangoon, private affairs.

89th Foot—Ensign R. H. Gillis, from 4th July 1871, or date of departure to 30th September 1871—Poona, private affairs.

60th Rifles—Major (Brevet Lieut.-Colonel) W. Tedlie, 3rd Battalion, from 1st July 1871—Bombay, S. C., to appear before a medical board.

Medical Department—Senior Apothecary J. Cunningham, for five months—Madras and Bangalore, private affairs.

PUNJAB ORDERS.

Mr. A. R. Bulman, Assistant Commissioner, 3rd class, to be an Assistant of the 3rd class, vice Captain R. F. Hare, with effect from the 3rd June 1871.

Surgeon J. Ince, M.D., in civil medical charge of Ludiana, has obtained three months privilege leave of absence with effect from the 4th August 1871, or such subsequent date as he may avail himself of the same.

Major T. F. Forster, Deputy Commissioner, Hissar, has obtained two months' privilege leave of absence with effect from the 1st September 1871, or such subsequent date as he may avail himself of the same.

Mr. L. Cowan, officiating Deputy Commissioner, Ludiana, has obtained two months' privilege leave of absence with effect from the 1st September 1871, or such subsequent date as he may avail himself of the same.

Mr. J. Friselle, Assistant Commissioner, Rawulpindi, has obtained one month's privilege leave of absence with effect from the 1st September 1871, or such subsequent date as he may avail himself of the same.

Surgeon W. F. Williams, in civil medical charge of Ferozepore, received charge as Superintendent of the jail at that station on the 3rd July 1871.

SHIPPING.

ARRIVALS.

July	Vessel.	Commander.	From
15	General Havelock (s)	Drewitz	Cochin, July 8.
	Canoo	Graham	Grangemouth, Mar. 16

DEPARTURES.

July	Vessel.	Commander.	Destination.
15	British India	LePan	Havre.
	Kurrachee (s)	Cottier	Kurrachee.

THE HOOGHLY.

ARRIVALS.

July			
12	Moulmein (s)	Gavin	Akyab, July 8.
	Iron King	Prange	London, April 1.
13	Hamlaya (s)	Atkinson	Bombay, June 10.
	Wilfah	Wingate	Cardiff.
	Alice Vennard	Humphrey	Liverpool, March 19
	Peter Bruce	Duncan	London, April 17.

MADRAS.

ARRIVALS.

July		
13	Arabia (s)	Bombay.
	Marseilles	Liverpool.
	John Allan	London.

The following is a list of passengers per s s Sattara, which left Calcutta on the 11th instant for Bombay via Coast :—Mr G J Arbuthnot, Mr W Macpherson, and Mrs O'Neil.

DAILY IMPORTS.—15TH JULY.

FROM LIVERPOOL.

Cashmere (s), 3 cases oilmanstores, Morgan & Balkrishna ; 6 cases toys, H E Hoosun.

Lorne (s), 200 bundles sheet iron, 314 bundles hoop iron, and 190 bundles rod iron, Landing and Shipping Agency.

FROM LONDON.

Cashmere (s), 16 packages hardware, &c., T Adumjee ; 11 cases oilmanstore &c. &c., P Framjee & Co ; 6 cases sherry wine, J H Law ; 5 cases medicine, W Wassowdee ; 2 casks pale ale, King, King & Co ; 45 cases oilmanstores, E Rasooljee.

Clara, 54 kegs iron nails, C A Cader ; 42 cases matches, John S Elmore & Co ; 12 packages iron powdas, H Allybhoy ; 2 bales papers, H E H T Momed & Co ; 22 crates empty soda bottles, N and B Wadia & Co ; 11 bales printing paper, Sir Charles Forbes & Co.

Sydney Eggers, 10 boxes bar soap, H E Hoosun.

DAILY EXPORTS.—15TH JULY.

FOR LIVERPOOL.

Erimints, 50 bales cotton, C Dhunjeebhoy.

Charles Bal, 119 bales cotton, C Dhunjeebhoy.

Stornoway, 50 bales cotton, L Samjee ; 55 bales cotton, George Lockhart & Co.

Princess Alexandra, 29 bales cotton, H Gangjee ; 60 bales cotton, M Sourjee.

Deccan (s), 40 bales wool, V Soonderdass ; 40 bales cotton, C Pitamber ; 45 bales wool, J Oomashunker ; 50 bales cotton, H Soonderdass ; 50 bales cotton, H Bomanjee Touche & Co ; 8 bales wool, N Jewraz.

Indus (s), 30 bales wool, L Dewsee ; 100 bales cotton, N Morarjee.

FOR LONDON.

Surat (s), 300 pieces E teeth, E F Momed ; 633 pieces E teeth, C Pursotum.

Whittington, 1,200 bags linseed, N Khuttow ; 63 packages bloodstone, E Allybhoy.

Indus (s), 15 bales cow hides C Hoosun ; 134 bundles deer horns, S S Narrelwalla.

Deccan (s), 2 bales cotton, A Blascheck & Co.

FOR HAVRE.

Tythonus, 400 bales cotton, Planque, Vinay & Co.

David Malcolm, 187 bales cotton, Planque, Vinay & Co.

Bride, 29 bales cotton, H Clason & Co.

FOR HONGKONG.

Tanjore (s), 105 bales cotton, E Framjee & Co ; 41 bales cotton, H Narrenjee ; 53 bales cotton, S E Sesson ; 6 bales cotton, D Rutnagee & Co ; 37 bales cotton, S Khetsey ; 46 bales cotton, J Sirdarmul ; 1 case cambay stone, F Amecjee ; 7 bundles sumuder stone, J Bacher ; 4 chests Malwa opium, M Rathee ; 18 chests Malwa opium, S E Sasoon ; 5 chests Malwa opium, R Sawtram ; 7½ chests Malwa opium, J Jusraz.

FOR SHANGHAI.

Tanjore (s), 49 chests Malwa opium, R Eduljee ; 11½ chests Malwa opium, H Nursingdass ; 5 chests Malwa opium, R Sawtram.

FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

ALLAN—July 6th, at Dalhousie, the wife of Major W. Allan, 41st The Welsh Regiment, of a son.

BUNBURY—July 9th, at Fyzabad, the wife of Captain W. R. Bunbury, S. C. General, of a son.

CARTER—July 9th, at Lahore, the wife of Mr. J. Maxwell Carter, of a daughter.

COOKE—July 10th, at Chittoor, the wife of Surgeon-Major A. L. F. Cooke, Civil Surgeon, of a son.

CRAWFORD—July 12th, at Alipore, the wife of J. A. Crawford, Esq., C.S., of a daughter.

HARRISON—July 6th, at Peshawur, the wife of Captain A. H. Harrison, 6th Royal Regiment, of a son.

LEMARCHAND—July 7th, at Anarkullee, Lahore, the wife of Walter J. Lemarchand, Esq., Punjab Police, of a son.

SMIDT—July 13th, at Ballygunge, the wife of Johann Smidt, Esq., of a son.

MARRIAGES.

MURPHY—BALDY.N—July 4th, at Simla, Eveline Baldwin, to Lewis Murphy.

DUTT—GHOSH—July 12th, at the Free Mission Church, Cornwallis Square, Calcutta, by Rev. K. S. Macdonald, and assisted by Rev Dr. J. M. Mitchell, LL.D., Gopaul Chunder Dutt, to Asthor Moni Ghosh, the second daughter of Baboo Birshur Ghosh, of Krishnagore.

DEATHS.

BELLAMY—June 17th, at Calcutta, Elizabeth Mary Bellamy, aged 30 years.

STOREY & BENNETT—June 15th, at Lahore, of disease of the heart, Mary Jane, the beloved wife of Mr. H. Storey, (Punjab and Delhi Railway), aged 22 years.—Also at the same place, on the 20th June, Richard Bennett, foreman blacksmith, P. and D. Railway, father of the above, through excessive grief, aged 55 years.

SENIOR—July 10th, at Meerut, of croup, Arthur Bertram, the youngest son of Captain and Mrs. H. Senior, aged 1 year and 11 months.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department" *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

MONDAY, JULY 17, 1871.

WE stated last week that, taking the statistics of a series of years, there is no *actual* drain worth mentioning of produce from India. The "cheerful hardihood" of this statement "amuses" the *Times of India*, for the "continuous and consecutive" record of Indian exports over imports appears to our contemporary as plain as the sun at noonday. Well, let us take a period of twenty years, from 1850 to 1870. From the Statistical Abstract for British India we learn that during the ten years 1860-69 the imports of merchandize and treasure amounted in value to 451,332,740*l.* and the exports to 500,871,103*l.*, leaving a balance *against* India of 49,538,363*l.* Mr. James Wilson, when he brought forward his budget in 1860, gave the statistics for the ten years 1850-59 as, imports 209,096,410*l.*, exports 192,922,020*l.*, showing a balance *in favour* of India of 16,174,390*l.* Subtracting this sum from the balance of 1860-69, we find that the net drain on Indian resources during the twenty years amounted, nominally, to only 33,400,000*l.* in all, or less than a million and three-quarters sterling a year. This, be it observed, is the total *actual* drain, even according to those official statistics on which the tribute-mongers base their charge that English leeches are steadily sucking the life-blood out of poor India. But, as we have shown in former articles, the official figures cannot be relied upon. The over-valuation which has been going on for years of cotton and other merchandize exported duty-free from India may amount in a single year, as our readers have seen, to three or four times as much as the nominal yearly deficit, during the twenty years 1850-69, in the value of the imports; and we are within the mark in saying the actual Indian deficit on the foreign trade is not worth talking about, for the probabilities are that a patient investigation of the returns for each year would show an actual balance against England. On the other hand, the amount of the Indian debt held in England was increased during those twenty years by from 70,000,000*l.* to 80,000,000*l.* If, then, we assume, which it will, we think, be conceded we are justified in doing, that the actual imports and exports of merchandize and treasure balanced one another, we find that from 1850 to 1870 India paid not one farthing to England for all the cost of maintaining the English Government in this country, or on account of the profits of English labour and capital employed in Indian agriculture, manufactures, and commerce, but that the whole of the deficit not covered by the profits of her foreign trade was supplied by means of money borrowed from the English people themselves. The great "economic fact," then, of a steady annual drain of ten, or twelve, or eighteen millions' worth of produce from India for which no return is made—a "fact" which, we have been frequently told, is the source of deep anxiety to all thoughtful statesmen, but which has always appeared to us to be utterly at variance with the undoubted fact that, under English rule, money becomes more plentiful, and the material condition of the people in India more prosperous, every year—is conclusively proved to be a pure delusion. The net result of the commercial transactions between England and India is that year by year the amount of English capital invested in Indian securities grows larger. If there were any chance that this country might suddenly be called upon to pay the accumulated debt held by Englishmen, then indeed there would be a danger of bringing too severe a pressure to bear on her financial resources. But, so long as the connection with England is kept up, the debt will increase instead of diminishing, and India will not be required to do more than pay interest at the low rate of 5 per cent.; and meanwhile the borrowed English capital and labour, applied in developing Indian trade and opening new fields for the employment of Indian industry, are fructifying a thousand-fold under the eyes of the very men who persistently assert that English rule is impoverishing the country.

The *Times of India* offers a defence of its "motive" in trying to persuade the people of India that they are deeply injured in their material interests by their dependence on England. We do not presume to sit in judgment on men's motives; and we have never hinted a doubt of our contemporary's good faith. But, looking at results, we have the right to say, that the writings of the "tribute"-mongers have had a most pernicious influence in this country, inasmuch as they have poisoned the minds of the natives against rulers to whom India, so far as regards the protection and augmentation of her wealth, owes nothing but gratitude. From Mr. Dadabhai Naoroji down to the youthful patriot who is just fresh from College, every native who can write or speak puts the "tribute" in the forefront of the long list of Indian grievances; and possibly the mischief done by this agitation cannot now be undone. But we will trust that in the end truth may prevail.

A WANT much felt in India at the present moment is the need of some authoritative Book, or Manual, which would afford the student of agriculture in this country practical and clear information upon all points connected with that science. At present the student is all abroad when attempting to master even the simplest rudiments of farming work, and he is compelled to throw himself for information upon the tender mercies of the natives, who seem to take a pleasure generally in misleading him so far as it is in their power to do so. Some of our Indian cookery books, it is true, contain curious old-world recipes for the planting of vegetables and the doctoring of cattle, but even these monitors, inadequate as they are to the purpose required, are not to be relied upon, as most people will say who have essayed to act upon their advice and information on occasion. They tell us to do this and to do that in needlessly verbose language, and they affect to have mastered a number of valuable native recipes useful to the amateur farmer; but, if the latter is verdant enough to act conscientiously up to the directions given, the chances are that his temper and his money are both thrown away, and he denounces in disgust Indian farming as a mockery, a delusion, and a snare. The difficulties are, in fact, curious which beset an Englishman who attempts to cultivate the smallest patch of ground in India.

What these difficulties are, any one can learn for himself who proposes to plant his compound with horse gram, or an acre or two of land with native, or European, produce; or seeks to raise—to quote a well known advertisement—a cow, a horse, a goat, or a sheep; or, in short, tries to turn whatever little land he may hold in his possession to his profit and amusement. They will overwhelm him in his task, and the worst of it is, that he cannot readily believe that with proper instruction the results of his experiment might not be different. Experience, the proverb says, is always dearly bought, but the price placed upon it may be positively prohibitive, and, as far as amateur farming in India is concerned, such seems to be the case in this country. The natives are excessively conservative in all that relates to agriculture. Not only do they pursue the science in a barbarous fashion peculiarly their own, but they will not willingly afford us interlopers the benefit of whatever little knowledge they possess. To seek practical advice from them in matters bucolic, is much the same as to throw away money without profit; and yet, if the best native agriculturists and farmers in various parts of India could only be induced to embody their experiences in a Manual of Agriculture for the whole empire, it is not improbable that the general knowledge thus gathered would prove both useful and profitable to natives and Europeans alike throughout the country.

Our Government Farms are in some sort useful institutions; that is to say, they can show what may be done in farming under an extravagant expenditure calculated to return no pecuniary profits; but they are vastly too ornamental for practical purposes, and we are inclined to think that, if we really desire to improve and to learn the science of good agriculture for India, we must go to the natives themselves for instruction at the offset. One of the worst faults in the working of the Government farms is to be found in the natural tendency of their management to contemn aboriginal notions of agriculture, and to introduce into this country at hap-hazard a system of farming which is only suitable in Europe and some foreign lands. For purposes of acclimatisation, for the introduction of cattle, poultry, trees, plants, &c., of foreign origin into India, these Government farms are useful enough; but we are not aware that they have as yet done much to improve the system of indigenous agriculture, or indeed, to afford any useful information of a practical character to those interested in the pursuit. The reason is obvious. The amateur farmers composing the committees of management of Government farms, although able upon occasion to kill a fine English sheep, or fat British bullock, for a club dinner, would be surely puzzled, we take it, to turn one hundred acres of Indian land to profitable account, or to explain the succession of crops, wet or dry, which would best suit the land of which we will suppose them the cultivators for the nonce. We must go to school again to learn how to improve Indian agriculture, but the school is not a pleasant one. The lessons taught there are disagreeable to our national pride, whence, perhaps, the fact, as mentioned above, that if an Englishman in India desires to plant his compound, of say a few acres in extent, with horse-gram, hoping to obtain the profit from the crop which a native would most certainly obtain, he does not know how to set about it, or, knowing, reaps but disappointment. We are shortly, we are told, to have a working and practical Agricultural Department for India, and we hope we may live to see it. Such a Department is eminently desirable, provided that it works upon some better method than that which has characterised the *dilletante* proceedings of Government Farm Committees hitherto. The work of these latter should be properly confined to purposes of acclimatisation; but an Agricultural Department, to prove worthy of its name, should devote all its attention to Indian agriculture as it now is, with the eventual object, of course, of improving it for the better. Could it do better, as a commencement, than to set to work to prepare a Manual, or guide to every description of detail, which, embraced in a whole, forms the farmer's *vade mecum*? Europeans and natives alike in India require advice based upon the results of practical experience upon an infinity of subjects, which, for the sake of brevity, may be classed under the one word—Agriculture. Let the Department give us a Manual, in which Smith may find some valuable information for the planting of tea, coffee, and indigo; Brown, a knowledge of the best way to go to work in the breeding of horses and cattle; Mamaswamy, profitable novelties in paddy and cotton cultivation; Abdoolah, in fruits and seeds production, and so on; and the Department will effect no little good at its very commencement of work, that is to say, if it is not above such labour. The task we would impose upon it is certainly not an easy or an agreeable one. The natives are chary of giving information, which, in their opinion, seems significant of additional taxation; and European planters are perhaps naturally jealous of giving up the results of a dearly bought experience to a Government which they seem to think has not always behaved over kindly to them. Still, much might be done towards compending a great mass of valuable information upon Indian agriculture into a useful and handy Manual, could the Government of India be induced to set its shoulder to the wheel in the matter. It is preposterous that at this moment, and after a century of British rule in India, the Englishman who would farm a few acres of land in India must look to the cookery books for guidance in his speculation.

IN consequence of the want of rain, the grain dealers in Poona have raised the price of grain of every description one rupee a pulla.

THE Durbar for the Kohistan Chiefs, which Lord Mayo intends to hold at Simla, will, it is said, take place in the beginning of September.

A LETTER appears in the "Pioneer" asking which is the right pronunciation of the name Brindisi: Brindísi or Brindeesi? To which the editor answers Bréendísi.

THE Secretary of State has confirmed the proceedings of the Government of India sanctioning an establishment to man the steamer and two barges sent out from England for the Punjab Steam Flotilla, at a cost of Rs. 2,529 per mensem.

AT the instance of the Government of Fort Saint George, the Supreme Government is said to have sanctioned a house rent allowance to chaplains at the presidency town of Madras, as compensation for the abolition of ecclesiastical fees.

THE "Pioneer" mentions that Dowlut Sing, the mutineer who was lately captured near Mirzapore, has confessed before a magistrate that he is the Dowlut Sing who was proclaimed in 1858, and for whose apprehension a reward of Rs. 2,000 was offered by Government.

WE ("Poona Observer") hear that Mr. Ashburner, the Collector of Khandeish, will be appointed as Revenue and Police Commissioner for the Northern Division, and that Mr. Pritchard will be appointed to act as Collector and Magistrate of Khandeish.

THE establishment of an Orphanage at Lahore is soon to be discussed by the Municipal Committee. Such a scheme has been suggested by His Honor the Lieutenant-Governor, who is strongly in its favour, and guarantees hearty assistance from the Government.

THE High Court, North-Western Provinces, have determined to admit pleaders of the Chief Court of the Punjab to the bar of the High Court without further examination. In accordance with this rule Mr. E. S. Cunningham of Delhi has been enrolled a pleader of the High Court.

JUBBULPORE is vexed by the rumoured approach of a *shaitan*, who has been for some time past been behaving with great impropriety at Seoni. This evil spirit assumes the form of a cat, invades zenanas, and so maltreats and terrifies the inmates that they die incontinently. The Jubbulpore *shaitan* probably belongs to the same species as the double-tailed vampyre cat of Japan which killed O Toyo, the beautiful wife of the Prince of Hizen.

ON Thursday evening the 6th instant, an accident happened on the lake at Nynee Tal which nearly proved fatal. A gentleman was out in his canoe, which somehow he managed to upset. Mr. Morgan, the road overseer, and a soldier Leahy, of the 19th Brigade R.A., saw the accident, and, getting at once into the municipal boat, rowed to the rescue, arriving just in time to save life. It is worth mentioning that a boat filled with natives passed near the drowning man, but did not offer him the least assistance.

THERE will be a total eclipse of the sun, which will sweep across the Madras Presidency, on the morning of 12th December. The width of the shadow path in India will be about seventy miles, and the central line of totality will enter the West Coast about thirty miles below Mangalore. It will proceed in a south-easterly direction over Manantoddy, Ootacamund, Coimbatore, the northern-part of the Madura district, the south of Trichinopoly and Poodocottah, and leaving India almost exactly on the tenth parallel of north latitude, will pass over the south of Ceylon across Java and North Australia. Observations will be taken, for which purpose an instrument is being sent out from the Greenwich Observatory.

THERE is something almost touching in the remonstrance addressed by the Coreans to the American invaders of their land. A letter addressed to Admiral Rodgers says :—

"In the year 1868, a man of your nation, whose name was Febiger, came here and communicated, and then went away. Why cannot you do the same? In 1865, a people called the French came here, and we refer you to them for what happened.

"This people has lived four thousand years in the enjoyment of its own civilization, and we want no other. We trouble no other nation. Why do you trouble us? Our country is in the extreme East, and yours in the extreme West! For what purposes do you come so many thousand miles across the sea? Is it to enquire about the (General Sherman) ship destroyed? Her men committed piracy and murder, and they were punished with death. Do you want our land? That cannot be. Do you want intercourse with us? That cannot be either."

GOVERNMENT, it appears, have issued orders to the effect that the whole curved roof of the Montgomery Hall, Lahore, is to be taken down and replaced by a flat roof. This will alter the appearance and effect of the whole building, but better that than a public catastrophe. The Lahore paper suggests that Government should go a step further in their repairs and not throw good money after bad by patch-work, and says—"Let the walls and galleries be taken down also and new foundations laid; then let the whole fabric be built up on a new plan, and called by another name. The building is our theatre, our concert room, our public hall, our ball room, our levée room, our senate hall, our hall of State. But there are no bath rooms or retiring rooms, and for refreshments there is only a makeshift on occasion in the picture gallery."

THE Madras Consulting Engineer for Railways has requested the sanction of Government for the re-opening of the Cheyaur bridge for public traffic, on the following conditions :—That no train shall pass over the bridge except during daylight. That a responsible subordinate be retained in charge of the bridge which should be constantly watched. That he shall keep the Resident Engineer regularly informed as to the state of the river. And that no train be allowed to pass over the bridge at a speed exceeding four miles an hour, or until it has received an all-right signal. Government have sanctioned the bridge being reopened for traffic on the understanding that the conditions recommended be strictly observed in their widest sense, to which Government add that when the river is in flood no passenger train shall be allowed to pass over the bridge until the engine has first gone over alone and returned for the train.

BOMBAY ARMY RELIEFS.

THE following are the reliefs for the season 1871-72, of the Bombay Army :—

A-18 R. A., from Ahmedabad to Belgaum.
C-18 R. A., from Belgaum to Ahmedabad.
No. 1 Company R. A., from Rajcote to Aden.
No. 2 Company R. A., from Aden to Rajcote.
3rd Battalion Rifle Brigade, from Aden to England.
1st Battalion 8th Foot, from Nusserabad and Neemuch to Allahabad.
44th Foot, from England to Mhow.
59th Foot, from Mhow to Nusseerabad and Neemuch
3rd Battalion 60th Rifles, from Bellary to Aden.
1st Grenadiers N. I., from Belgaum to Surat.
3rd Regt. N. I., from Mhow to Ahmedabad.
6th Regt. N. I., from Ahmedabad to Belgaum.
8th Regt. N. I., from Ahmedabad to Poona.
9th Regt. N. I., from Poona to Ahmedabad.
10th Regt. N. I., from Malligaum to Mhow.
13th Regt. N. I., from Surat to Ahmednuggur.
14th Regt. N. I., from Mhow to Kolapore.
15th Regt. N. I., from Meludpoor and Augur to Malligaum and Tanna.
16th Regt. N. I., from Ahmednugur to Mhow.
17th Regt. N. I., from Kolapore to Dhoolia.
25th Regt. N. I., from Dhoolia to Meladpore and Augur.
27th Regt. N. I., from Hyderabad to Kurrachee.
28th Regt. N. I., from Kurrachee to Hyderabad.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE ELECTIONS FOR ALSACE AND LORRAINE.

THE ARMY BILL.

LONDON, 15TH JULY.

The elections of Communal Councillors for Alsace and Lorraine have been fixed to take place on the 29th and 30th inst.

Debates in the House of Lords on the Army Bill continue. The Duke of Cambridge said that selection was better than purchase, provided that the flow of promotion went on unimpeded. Lord Lawrence stated that his Indian experience induced him to believe that the system of selection introduced a better class of officers. Earls Russell and Carnarvon opposed, and the Earl of Derby supported, the Bill.

The Indian Committee adjourns next week.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 14TH JULY, NOON.

The Liverpool Cotton market to-day was firm.

Total Weekly Sales of Cotton	127,000	bales.
Actual Stock of Cotton	660,000	,,
,, ,, ,, Surats	63,000	,,
Total Weekly Import of Cotton	25,000	,,
,, ,, ,, Surats	4,000	,,

Fair Dhollera, 7 7/16d.

Consols, 93¼.

LONDON, 14TH JULY, AFT.

The Liverpool cotton market to-day was firm.

Fair Dhollera, 7 7/16d.

In the Manchester market there has been more business doing.

7 lbs. Shirtings, 8s. 1½d.
8¼ ,, ,, 9s. 7½d..
40's Mule Twist, 1s. 1½d.

THE BOMBAY MAILS.

ADEN, 14TH JULY.

The s. s. Hindostan with the outward Indian Mails left here for Bombay at 6 P.M. yesterday.

MADRAS ARMY RELIEFS.

THE following movements of corps have been ordered for the season 1871-72 :—

BRITISH CAVALRY.

H. M.'s 16th (the Queen's Lancers), from Bangalore to Secunderabad.

H. M.'s 18th Hussars, from Secunderabad to Bangalore.

ROYAL ARTILLERY.

A Battery D Brigade, from Kamptee to Secunderabad.

B Battery D Brigade, from Bellary to Bangalore.

No. 1 Battery 5th Brigade, from the Mount to Cannanore.

No. 2 Battery 5th Brigade, from Fort St. George to Tonghoo.

No. 5 Battery 3rd Brigade, from Tonghoo to Darjeeling.

No. 5 Battery 5th Brigade, from Rangoon to Secunderabad, to be attached to the Heavy Field Battery.

No. 6 Battery 5th Brigade, from the Mount to Rangoon.

No. 7 Battery 5th Brigade, from Bellary to Fort St. George.

E Battery 20th Brigade, from Cannanore to Bangalore.

D Battery 23rd Brigade, from Bangalore to Bellary.

No. 7 Battery 6th Brigade, from Secunderabad to the Mount.

BRITISH INFANTRY.

2nd Battn. 21st Regt., from Thyetmyo and Tonghoo to Fort St. George.

2nd Battn. 24th Regt., from Secunderabad to Kamptee.

45th Regt., from Fort St. George to Thyetymo and Tonghoo.

3rd Battn. 60th Regt., from Bellary to Aden, to embark from Bombay.

48th Regt., from Malta—the first arriving, to Secunderabad; the last arriving, to Bellary.

68th Regt., from England—the first arriving, to Secunderabad; the last arriving, to Bellary.

79th Regiment, from Kamptee to England.

SAPPERS AND MINERS.

A Company, from Bangalore to Rangoon.

B Company, from Bangalore to Rangoon.

NATIVE INFANTRY.

1st Regt., from Kamptee to Thyetmyo.

10th Regt., from Dorundah to Tonghoo.

12th Regt., from Tonghoo to Vizianagrum.

27th Regt., from Bangalore to Moulmein, Andamans, and Nicobars.

33rd Regt., from Vizianagrum to Doorundah.

35th Regt., from Madras to Kamptee.

36th Regt., from Thyetmyo to Bangalore.

37th Regt., from Moulmein, Andamans, and Nicobars, to Madras.

INDIA—WESTERN GHAUTS.—MAY, JUNE.

RAIN.

The mists come rolling down the thun'rous hills
From the heaven of gloom—
A swift white host that half the landscape fills,
Earthward they come,
Quenching all the bright
Green and golden light
That on the marge of their invasion rested
On many a mountain-lawn and forest-height,—
Shrouding the leafy-crested
Hillsides and promontories,
Burying the sloping wood
In downward vapour floods,—
Till all the valley's verdurous glories
Are whelm'd beneath an unsubstantial ocean
Of rain-smoke whirling with a dumb commotion.

The thirsty plains, agape and dumb
With months of drought, lie bright and still,
Gleaming wearily, until
The kindly annual waters come—
Till suddenly
The smell of far-off showers is wafted by,
And the brown grass begins to wave and shriver
Under the rushing rain wind cool and shrill,—
The breath of the life-giver,—
And a whirl of dust upsprings,
And the loud champaign sings,
Smitten with myriad-pointed spears of rain,
And every tuft and thicket rings again.
Shepherd and sheep together flee
Fast to the nearest sheltering tree.
The parch'd earth patters with a thousand rills,
The terraced rice-plot fills
With brown ooze pouring o'er its muddy ledges,—
In the red torrents turbid flow,
Where all was fiery drought 'ere now,
Long-wither'd grasses trail like river-sedges,—
The sun seems but a blot, and all the plain
Is nothing but a sounding waste of rain.

Anon there comes a cool and fragrant lull,
When the downpour has abated,
And the watercourse is full,
And the fallow field seems sated,
As tho' the thirsty earth had drank her fill ;—
And green and greener glooms each distant hill.
And snug beneath his dripping eaves
Of rice-grass and palmyra leaves
The Indian ectter wistful stands,—
(While his brown imps before their swarthier sire
Shout to each

THE G. I. P. RAILWAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The public of Bombay are grateful to Mr. Conder for granting season tickets to Poona and back at a moderate rate; but this, great as the concession is, can only be availed of by the wealthy. The poorer classes of the community will be very grateful to him if he will grant them the privilege of taking return tickets to Poona, available for, say, *a week*; which I am sure will be gladly availed of, especially by the second class passengers, who will then be induced to take tickets and visit Poona to return to Bombay after a pleasant change there for seven days or so. At present one can obtain a return ticket only on Saturdays to hold good only till the following Monday—that is, for three days. Now, people do not like or care to spend money and go out for so short a period, but they will be glad to do so for a longer period. I hope therefore Mr. Conder will be induced to grant the boon solicited, as, I think, he will find it conducive to the interests of the Railway Company to do so, as the adoption of the change suggested is sure to induce an influx of passengers to Poona.—Yours truly,

VERITAS.

BOMBAY BRANCH OF THE EAST INDIA ASSOCIATION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I have been rather amused at reading a report of the Bombay Branch of the East India Association in your issue of this morning. I was thinking that the educated and patriotic portion of the native community were perfectly well satisfied with their speechifying at the late sensational meetings of the Justices, and would have no appetite for their wordy displays for some time; but we have two more maiden speeches in this meeting of the Bombay Branch of the East India Association. For my part, Sir, though a native myself, I do not understand what this Bombay Branch of the East India Association means. It seems to me that a dozen or two men have just got up this Association with their own patrons, of course, to back them; and, if all this is taken to be a joke, it is a very good joke, indeed; but when these men seriously take upon themselves the responsibility of representing the public, I simply ask them If their impudence is to be tolerated? If grievances are to be represented on behalf of any community, the representatives must not be self-elected men, but men elected by the public; they must not be what Bismarck would call "gentlemen of the pavement," but men possessed of good common sense, considerable worldly experience, and a considerable amount of what is called good blood and family influence. Such men alone can be looked up to by any community as its leaders, and not men like what the Managing Committee of this Bombay Branch consists of. The usual cant of "knowledge is power" must be admitted without hesitation; but there is a limit to everything, or else, Sir, there would not have existed anything like the House of Lords in your own country. A very large portion of the Managing Committee of this Bombay Branch of the East India Association were either at school or at college six or seven years ago. Their degrees have puffed their heads up, and every pettifogging M.A. thinks himself a gentleman, just as now-a-days every pettifogging pleader in our Small Cause and Police Courts thinks himself more a gentleman than even the Judge himself, to say nothing of non-professional gentlemen who may be present in the Courts. I ask, then, if any institution, whose managing committee consists of men whom I have tried to describe above, is to be respected by the people of India at large, or by the authorities. A good deal of this misdirected energy may be applied to more substantial matters. I do not, besides, see what necessity there is, Sir, for this Branch of the East India Association, when we have the Bombay Association, except for the idle purpose of young men making superfluous speeches, and talking big about the "iniquitous origin," and so forth, of the British rule in this country. The sooner, therefore, things like these are shut up the better.—I am, &c.,

15th July. A B C.

COURT OF SMALL CAUSES.

(Before MANECKJEE CURSETJEE, Esq.)

CRUSHNA NUGA AND NANUG RAMA VS. JOSEPH MARIA DE PENHA AND JANE ISABELLA DE PENHA.

This case was called on Saturday, when Mr. Pestonjee Dinshaw appeared for the plaintiffs, and Mr. Fraser S. Hore, of the firm of Rimington, Hore, and Langley, for the defendants.

The Judge—Mr. Hore, I see from the summons that your clients are sued as the executrix and executor of the estate of Joseph de Penha deceased. What defence have you to the action?

Mr. Hore—In this case I have a very good defence. My clients, as appears from the summons, are sued as executrix and executor of the estate of their deceased brother, Domingo Joseph de Penha. Now, it is the fact that my clients have never applied for probate of the will of their brother. The will leaves all the property, real and personal, to a trustee, Isaac Pennell, his heirs, executors, or administrators, and Mr. Pestonjee Dinshaw on the 9th day of December last applied on his behalf for probate of the will. Since then nothing has been done, as will appear from this certificate of the Ecclesiastical Registrar of the High Court. (Here Mr. Hore handed up the certificate to the Judge.)

Mr. Pestonjee Dinshaw—But my client sues the defendants as executrix and executor *de son tort*.

Mr. Hore—I come here to defend his summons in which my clients are distinctly stated simply as executrix and executor. There is nothing mentioned about *de son tort*, and if those words are to be understood, they must be understood only to exist in the mind of Mr. Pestonjee Dinshaw.

Mr. Pestonjee Dinshaw—But the summons was amended upon this affidavit of mine some time since (reads affidavit), and the word *de son tort* should have been inserted in the summons by the Clerk of the Court.

Mr. Hore—That is no look-out of mine. Whenever I take out a summons in this Court, I always send up a form of it in my application to the Clerk of the Court. I submit to your Honor that that was Mr. Pestonji Dinshaw's duty in this instance, and I think his not having done so shews great negligence on his part. And as for the amended summons, that was applied for in order to change the names of the defendants, and had nothing whatever to do with inserting the words *de son tort*.

Mr. Pestonjee Dinshaw—Then will your Honor allow the summons to be amended by adding the words *de son tort*?

His Honor—That is a matter entirely in the discretion of the Court. You have had the grace of this Court allowed you already on one occasion. It was your duty as a professional man, then, to have had the summons issued in proper form. I will therefore not allow you to amend the summons again. I won't allow diamonds to come here to cut diamonds. (A laugh.) Your client must therefore be nonsuited.

After some further discussion,

His Honour stated that if Mr. Pestonjee Dinshaw would pay the costs of the day, he would adjourn the case in order to enable Mr. Pestonjee Dinshaw to amend the summons.

Mr. Pestonjee Dinshaw—As your Honour pleases.

Mr. Hore—So long as my clients are put to no expense, I have no objection to the adjournment, for I know Mr. Pestonjee has not a leg to stand upon.

His Honor then adjourned the case to the 15th of August next.

Mr. Hore—I may observe, your Honor, that as Mr. Pestonjee Dinshaw's client is dead, my firm is now preparing the necessary affidavits for the purpose of obtaining for the brother and sister of Joseph de Penha letters of administration to his estate. I hope, therefore, that this will deter Mr. Pestonjee Dinshaw from putting his client to any further expense.

RAIN-FALL IN BOMBAY.

	Fort. In. Cts.	Colaba. In. Cts.	Byculla. In. Cts.
July 9th Sunday	0 17	0 23	0 40
,, 10th Monday	0 60	0 32	0 27
,, 11th Tuesday	1 71	0 26	1 10
,, 12th Wednesday	1 35	1 54	2 68
,, 13th Thursday	1 80	0 90	2 24
,, 14th Friday	0 44	0 13	0 17
,, 15th Saturday	0 11	0 8	0 20
For the week	6 18	3 46	7 6
Previously registered	13 83	12 88	15 30
Grand Total	20 1	16 34	22 36

THE "HINDOO REFORMER."

The *Hindoo Reformer* of Saturday says:—"To-day the *Hindu Reformer* and the *Mitrodaya* appear amalgamated. The fact of the amalgamation was intimated in our vernacular columns before, and this somehow led a contemporary to fear that the former journal would loose its peculiarity of character and views. But we beg to assure our contemporary and our readers generally that nothing of the kind will be allowed to happen, and that the amalgamated paper will strictly adhere to the principles and policy of the *Reformer*. We regret beyond this we not able to give our subscribers any other benefit than a slight increase in the *size* of our paper, without any increase over the cost of the *Reformer*. But it will rest with themselves to give the power and the means of enlarging the scope of our humble enterprise in future."

THE CAMP OF EXERCISE.

A SUGGESTION.

A CORRESPONDENT of the *Pioneer* makes the following suggestion with reference to the Camp of Exercise:—

Will you allow me to make a suggestion with reference to the Camp of Exercise to be held this year, viz., that officers of regiments not in camp should be encouraged to attend, not as idle spectators, but as a sort of "military attachés," who should be required to draw up reports similar to what would be expected from military attachés at head-quarters of foreign armies on active service; or, to avoid a multitude of similar reports, officers might be detailed to report on different specific points, such as "system of supplies and commissariat," "baggage and transport," "sanitary and conservancy arrangements," "tactics observed," &c.

These officers might be attached to the staff at head-quarters of camp, or to general officers commanding divisions and brigades, and would be available as gallopers, extra brigade-majors on field-days, &c.

The service should of course be purely voluntary; officers might have their passages paid to and fro, but it should be distinctly understood that Government must be put to no extra expense, in the case of regimental staff appointments, on account of extra pay for officiating incumbents, on this condition (and there would be no difficulty in getting officers to make arrangements for the due performance of their duties in their absence) that a few selected commanding officers as well as staff officers might be invited to attend, and the former made available for command of brigades.

The primary object of a camp of exercise should be the instruction of officers, of whom consequently the larger number employed the better, and the presence of outsiders would, to a great extent, obviate the often inconvenient necessity of withdrawing officers from regimental duty at a time when, if the thing is only properly carried out, regimental officers would have quite enough to do in the performance of their legitimate duties.

SHOULD THERE BE A CAMP OF EXERCISE?

The *Friend of India* of Thursday publishes the following letter:—

Before it is too late may I ask permission to state the heavy disadvantages of the contemplated camp at Delhi, and the advantages of withdrawing the order for its assembly. Because Prussia has beaten France, and England has most wisely set her house in order and determined to be prepared for the next move on the European chess-board we in India are to play at the same game. This is really the reason or excuse for the camp at Delhi. But it will be said "We have for many years intended to have such a camp, long before the Franco-Prussian war." Then why did not you have it? Because I apprehend the expense and, much more, because when you were trying to pacify the country and endeavouring to make the people forget war you know it would have been undoing so much good work to have a camp and create the impression that war of some kind we contemplated by the Government. Now, which of these obstacles has been overcome? Are we too rich? Have we so civilized the natives that they can understand a camp aright? Or is it that we are so strong that we can afford to be indifferent to the impression created throughout the country? As to the military reasons, there is of course always an advantage in assembling troops in large numbers so as to afford practise in handling and in being handled on an extended scale. It undoubtedly arouses a military spirit and gives confidence to the rank and file of the army. But for those very reasons is necessarily ceases a desire for the real thing, a desire for ball instead of blank cartridge. It is one thing to have a *standing* camp like Aldershot in England, and quite another to have an incidental camp anywhere *in India*. The number of troops that can be assembled will be very small when they are actually on the spot and for all that will be learnt—except perhaps by the Generals—a little *real* work in brigade at all the different stations would teach quite as much. Call in isolated regiments and detachments to their respective Divisional Head Quarters and put the whole through a week's *bona fide* field work without superfluous camp followers or tents, if you must do something. But it is not camps that the Indian army wants, although perhaps a camp may show Government what is wanted. It is not at all like Lord Napier to work in that sort of way, and as, at least, I cannot believe that His Excellency's Indian experience would lead him to see any efficacy in the assemblage of such a camp as will be collected, it can only be that he has yielded the point on the representation of some Prusso-Phobian General, who will doubtless play an important part in the proposed camp.

Politically speaking, I would simply say, are you mad? Pardon my saying, by all means have a camp at Delhi and revel in madness. After all that has been done to pacify the country and cause it to forget war and strife, after all the working of your right hand now forget its working, go to the very spot and recall the proceedings of the last army which assembled there, secure its being talked about throughout the bazaars of India by the ignorant and designing, and then imagine to yourself and tell everybody that you are only showing the advantages of a large force advancing over ploughed fields in short echelon from the centre! In conclusion, let me say in all moderation, put the possible good of the camp at its maximum and the possible harm at its minimum, and then you won't have it.

COAL IN MADRAS.

DR. OLDHAM, Superintendent, Geological Survey of India, in a letter to the local Government, of the 7th ultimo, observes that when recently commenting on the report and specimens forwarded by Colonel Applegath from the vicinity of Juggiapettah, he had occasion to bring to the notice of the Government tha for the first time the officers of the Survey had had an opportunity, during the past season, of visiting the lower portion of the Godavery valley, and had thus been able to trace the extension of the rocks which, further to the north in the same valley, immediately cover the coal measures well into the north-eastern corner of the Madras presidency. These rocks cover a considerable area to the north of Ellore. No coal has been seen or is known within the Madras presidency, but it is possible it may occur. But before any very definite opinion as to this possibility can be formed, the country must be examined in detail. Dr. Oldham has now forwarded copies of a brief notice of the extent of these rocks, and on the probability of coal being found in them, by Mr. Blanford who examined them. The investigation of last season have very largely diminished the extent of area which we were compelled to represent as "*unknown geologically*," when reporting on the "coal resources of India" in 1867. And few now know that these rocks, which ordinarily overlie the coal, extend almost uninterruptedly from Chanda in the north to near Rajahmundry in the south along the valley of the Godavery. Unfortunately the occurrence of these upper rocks is no evidence that the others exist beneath them, although it establishes the possibility of this existence. While, therefore, holding out a hope that coal may yet be found within this area, Dr. Oldham urges upon the serious consideration of this Government, that they should permit a more careful geological examination to be made in more detail, before attempting any practical explorations which, commenced at haphazard, could only lead to an inevitable waste of time and money without any definite results. He hopes the Geological Survey may be able, during the next season, to clear up these doubts, and to form a more definite opinion as to the prospects or chances of coal being found, and may be able to fix on properly-selected localities for boring, &c., the results of which examination shall, of course, at once be submitted to His Excellency in Council.

The Government with reference to the foregoing letter, trust that Dr. Oldham may be able to complete the examination of the tract of country indicated in the coming working season, and that he will keep them informed of all results that may be obtained.

BENGALEE LOAFERS.

The *Indian Mirror*, a daily native paper published in Calcutta, says—

Are our readers aware there may be found such beings as Bengalee loafers in this country? These creatures have not been so much the creations of European education as of the Iron Horse and indigenous religion. In the most distant tracts of the country where the railway has opened, and where consequently Bengalees have settled, you are sure now and then to meet with men and women, professed *bhadra logues*, exceedingly eager to claim kinship and countrymanship with you, and to avail of your hospitality. They say they came on pilgrimage, which they seem to be eternally performing, or in search of employment, which they never find; and at such a distance from home can you refuse them *assistance*? What a deplorable condition that Bengalee victims of Railroad themn *assistance*? What an unpatriotic, unnatural heart yours must be to think of such cruelty! But if in spite of all you had the hardihood to refuse, you should do so with the certainty of a good volley of abuse, and an occasional throw of a brick-bat or two where that missile is at hand. These loafers can only be found in Bengalees in the most unexpected quarter of the country. Cannot the Vagrancy Act be any how enforced against them?"

MURDER BY A SIKH PRIEST.

On the 7th or 8th of March, a murder was committed in or near the serai of Goordaspore. The circumstances were somewhat remarkable, and the criminal trials which have arisen from them have assumed a character of some importance. The murdered man was engaged in a civil dispute with the Mahunt, or Sikh priest, of a shrine of some local note at Buttala. A female relative of the man had given a certain garden to the Mahunt as a kind of religious donation or endowment. The woman's relative commenced to contest the Mahunt's right to the garden and the woman's right of gift, and came to Goordaspore to settle the matter by a suit in Court. The Mahunt, it is said, then endeavoured to induce the plaintiff to file a *razeenamah* in Court to the effect that he had settled the matter privately and was now satisfied. This the man refused to do. He immediately after disappeared from the serai and his body was six days after found in a well with indications of a violent death. In the course of the police enquiries two persons confessed that they had been engaged in the murder, and were taken as Queen's evidence. They alleged that six other men, the Mahunt included, had come to the serai and murdered the man by strangulation, after which they pitched the body down the well where it was found. The result of the trials was that *two* of the murderers have been transported for life, and *three*, including the Mahunt, are to be hanged at Goordaspore. The Mahunt's name is Sullen Dass. He is the religious head of a Sikh shrine at Buttala in the Umritsur district. Goordaspore is 44 miles from Umritsur by road, Umritsur being the nearest large town and station. The affair has caused considerable excitement in native circles, and it is anticipated that the hanging of this Sikh priest will be made the occasion of an immense concourse of people.—*Indian Public Opinion*.

THE PANACEA OF INTERMARRIAGE.

(*Pioneer*.)

We have several times lately met with an ingenious fallacy put forward to account for the alleged unpopularity of the British in India. It will be seen at starting that we deem the argument fallacious, and hold the unpopularity to be at least not proven. We are told that it is impossible for a conquered race of any spirit and independence to brook the insult impliedly offered to it, in the fact that any Englishman, even of the lowest rank in life, would think himself degraded by marriage with one of its women; that as long as the tacit assertion of Englishmen in India, that the women of the country are not eligible as wives, keeps up an invidious distinction between the races, so long will European civilization fail to have any national effect on the people of India. The remedy proposed to promote civilization is, of course, intermarriage between the conquerors and the conquered, "Remove all arbitrary social barriers, let the English chief of an Indian province consolidate his power by an alliance with the family of some neighbouring noble; let the British soldier take unto himself a daughter of some respectable zemindar, and you may thus plant yourselves in the country with such tenacity that no disturbance, whether caused by foreign invasion or internal disaffection, shall ever uproot your raj." We are reminded that Alexander the Great when he conquered Persia made his Macedonian captains marry Persian wives, and we are told that the political result of this despotic interference with men's domestic affairs was admirably efficacious. The example of Cortez and many of the Spanish conquerors of Central and South America is invoked, and we are reminded that some of the noblest and proudest houses in Spain are decended from Aztec women. Lastly, the superior liberality of French colonists is set before us, and the greater success of Frenchmen in conciliating the love of the *indigènes* with whom they have to do, is used to rebuke our insular narrowness of sentiment.

Now we will not, in answer to these arguments, urge any of the considerations which might excusably disincline Englishmen to intermarriage with native ladies; we will confine ourselves to the still more important fact that natives do not show the least anxiety that their daughters should marry us. It may be alleged, in reply to the Alexander and Cortez argument, that the Macedonians and Spaniards took their Persian and Aztec wives pretty much by force, and it is not, we presume, recommended that we should conciliate the natives of India by the same means. As to voluntary intermarriage, it will be time enough to inquire why Englishmen do not seek Indian wives, when it is clear that they could obtain them if they did. At present, whatever the prejudices and exclusiveness of Englishmen, those of Hindus are greater still. We cannot flatter ourselves that they have manifested the smallest anxiety for our matrimonial alliance, when they have not only carefully secluded their women from our society, but anxiously abstained from giving them the education, accomplishments, and refinement which might attract the regard of Europeans. Native exclusiveness has tended much more that English pride to interpose a barrier between the races, and the Bengalee cannot complain of not being received by Englishmen on equal terms, so long as his caste principles prevent him from sharing their food, participating in their amusements, or admitting them to intimacy with his family.

We disbelieve in the alleged unpopularity of our rule—that is, active or acute unpopularity; but if it exists, we are sure that the treatment of Indian women by Englishmen has nothing whatever to do with it.

INDIAN ITEMS

CONVERSION TO SIKHISM.—A Bengali Baboo in the Punjab, Boobun Mohun Chukerbutty, has embraced the faith of the Khalsa, and has changed his name into Bhoobun Sing.

LIGHT HOUSE AT TUTICORIN.—The Government have directed that the estimate, amounting to Rs. 6,300, for the re-construction of the light-house at Tuticorin, be adopted in preference to the estimate of Rs. 7,404 for an iron light-house.

STRONGLY PUT.—A Lucknow contemporary has made a calculation which proves, that if the grain "destroyed every year by brewers and distillers" were made into four-pound loaves, and used as paving-stones, they would cover a road thirty feet wide, reaching from Simla to Madras!

MADRAS VEDA SAMAJ.—We learn from an extra number of the Madras *Tattwa Bodhini* that a public meeting of the Veda Samaj was held at Mylapore, Madras, on the 18th June, to concert measures for placing the Samaj on a more efficient footing. It was resolved that the Veda Samaj be hereafter designated the Southern India Brahma Samajam. We are glad to find our Madras brethren are bestirring themselves. May God bless their efforts with success.

"WHEN GREEK MEETS GREEK," &c.

The *Egyptian Messenger* of the 28th June says—"On Friday night, at about half-past eleven, two Greeks engaged a coach on the square for the purpose, as they pretended, of taking an airing outside the enceinte. The price for the drive was fixed beforehand, the two individuals got into the carriage, the coachman whipped his horses, and on rolled the vehicle conveying the two friends, apparently, for their amusement. When some hundred yards outside the gates, however, the driver was bid to stop, and having complied with the order, the riders descended. Not a word was exchanged between them, but having walked in opposite directions some ten or twelve paces, they turned about face, raised each a pistol, and having fired simultaneously one of the two fell to rise no more, the other walking quietly away leaving the frightened coachman to make his way to town to report the occurrence, which he did without loss of time."

THE DISPUTE BETWEEN MERCHANTS AND SHIPOWNERS ABOUT BILLS OF LADING.

(*Economist*, June 17.)

A DISPUTE of a very important kind, and which is peculiarly interesting from its origin in the great new condition of the shipping trade—the rapid growth of extensive steam-shipping lines—has lately arisen between merchants and underwriters on the one side, and shipowners on the other. The controversy is about the stipulations in bills of lading. Merchants complain that by degrees shipowners have contrived to exempt themselves from every onerous common law obligation attaching to the ordinary contract for the carriage of goods by sea. They regulate the voyage as they please as regards calling at ports or deviation; they exempt themselves by special clauses from every conceivable sort of damage which can happen in the conveyance of goods; they take power to ship, tranship, and stow cargo at their absolute and unfettered discretion. A bill of lading which would contain the various clauses designed by shipowning ingenuity would in fact bind the shipowner to nothing more than the carriage of goods from one place to another, with such care, at such times, and under such arrangements, as would be customary with the shipowner, if he were proper. The consequence has been that numerous cases of damage and loss have occurred, in which the merchant, not having studied bills of lading with the care bestowed by the shipowner, or having only Hobson's choice in the forwarding of his goods, has been completely plundered. Under the present system of bills of lading have relieved the shipowner, and neither is the underwriter liable, the policy of insurance not covering all cases of loss occurring in the way, or from causes, for which the shipowner would have been liable at common law. The underwriter, however, is at length beginning to contend with the grievance. Insurance merchants have very naturally attached the bill of lading to the insurance policy, or inserted the conditions affecting them in it, so as to make it cover the voyage as described in the bill of lading. Such is the dispute, and the main cause of it is said to be the existence of large steam-shipping companies. These companies, from the great scale of their operations, are very sensitive as to the losses for which they are responsible, and the *quasi*-monopoly they possess gives them great power in imposing their own terms. To catch a market a merchant has usually no choice but to send goods by a particular "line," and he must either deal on the terms of the shipowner, or not at all. The process of filling in the special clauses has also been assisted by the habits of merchants, and the peculiarly abstruse wording of a bill of lading. Instead of its being considered a formal contract for the conveyance of goods, the merchant thinks of it as a "policy" or "warrant," on which he may obtain advances; and even if he were disposed to study it, he would probably not make much way with a document which has been adapted from time to time to legal decisions, and is full of every sort of technicality. Anyhow the grievance is now thought to be very serious one, and it has been the occasion of a circular issued by the Salvage Association at Lloyd's, warning merchants and underwriters of the various stipulations against which they should be on their guard. How far is the complaint well founded? And what course is open to the trade to protect their interests?

To the best of our belief merchants have got a very just cause of complaint, and the proof is the list of "exemption clauses" contained in the circular of the Salvage Association, to which we have referred. The Secretary of the Association has been at the pains to compile from the bills of lading of 148 vessels trading with every part of the world—132 of the vessels being steamers and 16 sailing, while 42 are owned by companies and 116 by private individuals—a catalogue of the exemptions which are now more or less in use. Of course no particular bill of lading includes them all, and some have obvious reference to the peculiarities of particular trades, while others are not of very recent origin; but no such catalogue would have been possible without the shipowner, as a rule, having contrived to exempt himself from almost every disagreeable obligation. We give the catalogue itself below, and it speaks for itself; but we may notice one or two of the characteristic exemptions.

1. The stipulations affecting the voyage are almost all very mischievous to the merchant. The "liberty to sail without pilot" is possibly not in all cases objectionable, but what can be made of the absolute license stipulated for as to calling and staying "at ports in or out of customary route, and any other, for any purpose?" or of the liberty to "tow and assist vessels in all situations?" or of the liberty "to deviate from the voyage for any purpose?" It is manifest that under such clauses a shipowner may regulate a voyage as he pleases. Instead of carrying goods straight to a destination, he may carry them round the world, and he may assist other vessels or deviate from the voyage under circumstances which are almost fatal. We have heard of a case of this description, where a ship gave "assistance" to a leaky consort in the Baltic trade at the cost of a week or ten days' delay in towing it back to Riga, which was just sufficient to render doubly hazardous a voyage which would otherwise have been tolerably safe. The actual result was that the ship which had given the assistance was caught in bad weather, and was lost. Under the bill of lading, the shipowner who had deviated was exempt from his common-law liability, and the deviation being contrary to the policy of insurance, the underwriter was also exempt.

2. The stipulations as to damage to goods are equally comprehensive in exempting the shipowner. Almost every species of negligence in packing or management which can be thought of is separately specified, and the shipowner released. Clause 8, relating to the conduct of servants, is especially comprehensive:—

8. Nor from damage through any of the following causes:—
Misdoing / Error in judgment / Negligence / Default } of { 1. Pilot; 2. Master, Mariner, or Engineers, 3. Stevedores; 4. Any other person in service of the shipowner, whether on navigating the ship or otherwise.

Under such stipulations it is quite plain the shipowner need be at no pains in selecting his servants, and the exception of *stevedores* will be especially mischievous. Claims are constantly arising through defective stowage, over which the shipowner has peculiar control, but this is trying to get rid of the difficulty at a stroke. The last clause of all exempting the shipowner from liability "for any damage whatever which is capable of being covered by insurance" does not require any comment. The exemption of the shipowner from any contributions on account of "jettison" is also of a very dangerous character, besides interposing no small practical difficulty in adjusting the loss among the other contributories at common law. We should not say that everyone of the stipulations catalogued under this head is improper. One or two are very special indeed, and the exemption "for damage from stranding in the Suez Canal, however caused," and are clearly a fit subject for special bargains. But the comprehensive clauses we have cited are of a different nature; and there are some others, as will be seen, which are less comprehensive, and yet exempt the shipowner from the consequences of not giving the most ordinary care to his business.

3. The stipulations affecting the carriage are also very serious—especially the first catalogued, authorising the shipowner "to carry the goods by any other steamer, any other ship, either belonging to the owner or to any other person; and whether, proceeding directly, or indirectly, to the port of delivery." A contract of this sort is hardly a contract to carry at all. The merchant can have no certainty as to when his goods will reach market. In most cases no harm will come of it, as the shipowner, having filled his ship, is naturally anxious to do the work, and make ready for more freight. To a certain extent he has the same interest as the merchant. But this is a very different thing from a contract, and when a shipowner's interest clashes with the merchant's, the latter will go to the wall.

So far as we can learn too there is not only a good foundation for the grievance, but it is on so large a scale as to have materially affected some trades. We do not refer merely to the action of the merchants upon underwriters, who object very much to the extension of their risks under these novel bills of lading. This is the most serious matter of all, and it will not be less so if the underwriters are unable to withstand the pressure. In that case the conditions of profit in a business which is already not very profitable will be altered materially for the worse, to the ultimate injury of all concerned. But there are other hindrances to trade involved. We are informed, for instance, that New York bankers are declining to make advances on bills of lading, which will really be no security in very many contingencies. A loss to the merchant will in fact be a loss to the banker; and after the issue of the present circular, bankers here as well as in New York would do well to look to the cover of their document bills.

What then should be the remedies for the grievance stated? The first thing to be done of course is for those interested to combine against the *quasi*-oppression of the shipowner. One cause of the evil being that merchants are many and shipowners few, the only resource of the merchant is to associate with his fellow sufferers and take what common action may be possible. A united remonstrance from the merchants in a particular trade, backed as it would be by the underwriters, would be certain to have some influence on the shipowner. In the worst event such an association would have some power of bringing the shipowner to terms. The conditions of the trade are after all not such as to place the merchant, or at least associated merchants, permanently at the mercy of great shipowners. The latter have a very imperfect monopoly, and sufficient competition may be very easily stirred up—there being no such difficulty as exists in the case of railways, where competition can only take place at the cost of millions of capital. One or two small steamers may be quite enough to cause such a loss of traffic to the holders of many times them to be more reasonable.

Nor do we see any insuperable difficulty in coming to terms. A good deal of what the shipowner really desires would probably be obtained under a more detailed contract. Instead of protecting himself by special clauses which place the merchant at his mercy, it would probably answer his purpose quite as well to specify (say) the nature of the deviation which he desires to make, or the limit of the assistance he may render to other vessels, and in the case of a line of steamers to make regulations for carrying goods according to priority of receipt and their suitability for stowage, goods left from one ship to have priority in the next. We would venture to suggest that merchants and shipowners in a particular trade might meet together and settle, by committee or otherwise, a common form of bill of lading adapted to the circumstances of that trade. Such meetings, assisted by the under-writers, would be able to ascertain where the shoe pinches in the case both of the shipowner and merchant, and devise a reasonable solution. At present the shipowner's plan of exempting himself from everything is sheer barbarism, and looks partly as if he had been too lazy to consider exactly what he wanted, and took advantage of his position to get rid of the difficulty anyhow. This is intolerable; but merchants and underwriters could plainly have no invincible objection to a specific contract, even if it conceded a great deal to the shipowner.

IV.—STIPULATIONS AFFECTING THE VOYAGE.

1. Liberty to call and stay at ports in or out of customary route; in any order; for any purpose.
2. Liberty to sail without pilot.
3. Liberty to tow and assist vessels in all situations.
4. Liberty to deviate from the voyage for any purpose.

V.—STIPULATIONS LIMITING THE LIABILITY OF SHIPOWNERS FOR DAMAGE TO GOODS.

1. Not to be liable for damage from machinery, however caused—including consequence of defect in machinery, or of damage to it.
2. Not liable for damage from steam, or from boilers, however caused.
3. Not liable for damage from collision, however caused.
4. Nor for damage from stranding or wreck, however caused.
5. Nor for damage from heat, heat of hold, fire on board, fire in hulk or craft, fire on shore—however such fire (in any of these cases) may be caused.
6. Nor for damage from evaporation.
7. Nor for damage from smell of other goods.
8. Nor from damage through any of the following causes—
Misdoing / Error in judgment / Negligence / Default } of { 1. Pilot; 2. Master, Mariners, or Engineers; 3. Stevedores; 4. Any other person in service of the shipowner, whether on navigating the ship or otherwise.
9. Nor for damage in craft, or hulk.
10. Nor for damage in course of transhipment. (Chiefly Suez and at Singapore.)
11. Nor for damage from stranding in the Suez Canal, however caused. (Special.)
12. Nor to be liable for damage from sweating coals or coal dust.
13. Nor for damage from rust or from injurious effects from other goods.
14. Nor for damage from vermin.
15. Nor for damage, or loss, following from ship's not having room at port of transhipment.
16. Nor for pilferage.
17. Nor for damage to wrappers, however caused.
18. Nor for damage o loss to goods by fire while on any pier or lighter, awaiting shipment. (Special to New York.)
19. Nor for any damage to glass, even when caused by negligence of persons in service of the shipowner.
20. Nor for loss by jettison, whether the subject of general contribution or not.
21. Nor for any damage whatever which is capable of being covered by insurance.

VI.—STIPULATIONS AFFECTING THE CARRIAGE.

1. Liberty to carry the goods by any other steamer, any other ship: either belonging to the owner, or to any other person; and whether proceeding directly, or indirectly, to the port of delivery.
2. Liberty to carry the goods beyond the port of delivery, when necessary, to enable the shipowner to fulfil an engagement as to deliver of mails: (or in particular trades) other engagements. In all such cases at the shipowner's expense; but at the merchant's risk.
3. Liberty to tranship the goods; to land and store them, either on shore or afloat; to reship, and forward them.
4. Liberty to stow the goods in the poop, or deck-house.
5. Liberty to carry goods of all kinds, whether dangerous or not.

STEAMSHIP COSTS.

(*Mitchell's Maritime Register*.)

On the motion of Mr. Graves, a return, for which the honourable member moved in July, 1871, was recently laid before Parliament, and has now been printed. It is a tabular statement shewing the cost, tonnage, power, consumption of coal, and working expenses of the five East Indian transport screw steamers Serapis, Crocodile, Malabar, Jumna, and Euphrates. All of those ships are of the same tonnage, and they were all built from one original design. They are 4,173 tons, and 700 nominal horse power. Their mean speed at the measured mile was from fourteen and under fifteen knots, at full power, and about twelve knots per average at half power. The Serapis was built by the Thames Iron Shipbuilding Company, and her cost, ready for service, was £206,157; the Crocodile was constructed by Messrs. Money Wigram and Sons, and her cost £205,281; the Euphrates, built and engined by Messrs. Laird Brothers, £210,137; the Jumna, by Messrs. Palmer Brothers and Co., £211,281; and the Malabar was built and engined by Messrs. R. Napier and Sons, and ready for service cost £210,240. The Serapis and Crocodile are fitted with horizontal high and low pressure single trunk engines on Wolfe's principle; the Jumna has horizontal engines manufactured by Messrs. Maudslay, Sons and Field, with three cylinders; and the Euphrates and Malabar have horizontal direct engines. The performances of these first-class steamships may be gathered from the following summary:—

Ships	Mean speed for Season 1868-69. Knots	Total distance run. Knots	Coals consumed. Tons.
Serapis	9·671	21,550	5,506
Crocodile	9·453	17,061	3,406
Euphrates	9·218	17,461	6,410
Jumna	9·714	14,839	5,352
Malabar	9·859	17,050	5,740

On the voyage of the Crocodile in 1868 the crank shaft of her foremost engine became defective, and had to be made good at Lisbon at an expense of £2,848. The Helvetia had to be engaged for a passage out and home to Alexandria during the docking of the Crocodile, so that the service was not interrupted. The Serapis and Crocodile are employed on the European, and the Euphrates, Jumna, and Malabar on the Indian side of the Isthmus of Suez. The two first named ships should, therefore, obtain their coals in a better condition than those in the Eastern Seas: it is now a well established fact in steam economy, that the longer coal is raised from pits, and the more it is exposed, the less effective it becomes for the generation of heat. The Serapis, however, after making every allowance, appears to be the fastest and cheapest driven ship, for she was propelled 24,550 knots on a consumption of 5,506 tons of coal. This is equivalent to every ton of coal driving the ship through the water at an average speed of 9·670 knots, a little more than 4½ knots. The usual test, to say what certain engine consumes a given quantity of fuel per horse power per hour. This is one way of arriving at data, though displacement and speed, coupled with consumption, are, of course, reliable methods for calculating work done. In these statistics, however, no mention is made of the state of weather encountered by the ships or of the quality of the coals supplied to them. As all five of these steamships are fitted with superheating apparatus and surface condensers, the high and low pressure engines of the Serapis and Crocodile prove the economy of the compound principle. The shortest voyage in 1867-8, from Portsmouth to Bombay, was completed in 31 days; in 1868-69, in 31 days; and in 1869-70, in 33 days. The longest voyage in 1867-68 was 44 days; in 1868-69, in 37 days; and in 1869-70, in 38 days. The least was 31 days; and the greatest 44 days. Steamships with no pretensions to 14 knot speeds make equally as good an average—the least in the three years from Queenstown to Bombay 31 days, and the greatest 40 days; and from Bombay to Portsmouth, the shortest was 29 days, and the longest 40 days. The total mileage run in the three years was 310,404 knots. The cost of working the ships and victualling the troops is given as follows:—

1868-69.

	Serapis.	Crocodile.	Euphrates.	Jumna.	Malabar.
	£	£	£	£	£
Value of stores expended in hull, engines, &c., for the season	9,819	9,717	10,196	9,328	11,149
Cost of coals	5,625	3,907	20,247	17, 94	17,372
Victualling troops and messing	9,538	8,818	12,056	10,476	10,735
Bedding for troops, women, and children	2,276	1,462	1,621	1,533	1,538
Victualling ship's company	3,349	3,245	7,642	7,521	7,623
Officers' and men's pay, including allowances	8,193	8,136	12,137	12,828	11,801
Total working expenses	39,100	34,9 5	63,899	59,180	60,878

The sums shown under the Serapis and Crocodile, it is remarked, represent the charge—three-fifths of 8 per cent.—on the capital cost of the ships payable by India to the Admiralty in respect of wear and tear for the season. The actual expenses for the year were—Serapis, £14,271; Crocodile, £14,991. The Indian revenue bears also three-fifths of the charge for victualling the crews of those two ships, and for wages to officers and men. The working expenses amounted to £258,042, which, together with the charges classed under the head of miscellaneous, represent a grand total of £320,305. The number of persons conveyed in 1868-69 were:—1st class, Officers, 743; ladies, 158; children, 151; servants, 41. 2d class, Male, 18; female, 17; children, 38; staff sergeants, 134; women, 102; children, 180; troops, 13,157; women, 1,166; children, 1,752. The total was 17,657, equal to 15,596 adults; average each voyage, 1,106. In addition to those conveyed to or from India, 1,880 persons were taken to Malta to relieve others. The charges of maintenance are borne by the Indian Exchequer; and as the Home Government paid during the year the sum of £1,658 for passages of naval and military officers and others conveyed in those troopships, the charges were reduced to that amount. On the working expenses the rate of passage money was equivalent to £19 4s. per adult; and on the charges on account of capital and insurance to £9 15s. The Indian Government, therefore, estimate the expense at £25 19s. per adult, after deducting the rebate of £14,372 contributed by the Imperial Exchequer, for depre

to be different—one was a sort of pea jacket, the other a sort of morning coat. The shirts were also different; one had marks on it, the other not. The collar in one case was also more rounded than the other.

Mr. Sergeant Ballantine—We think that, with the exception of the waistcoat, the dress is the same.

The Solicitor-General—The distinctions pointed out by your lordship are quite apparent to me.

Mr. Sergeant Ballantine—A good deal would depend on the angle in which the person was sitting.

The Solicitor General observed that in the photographic copies of the daguerreotypes the distinctions almost disappeared.

The Judge—But in the daguerreotypes themselves the differences, although very minute, are clearly seen by means of a glass and the strong light where I sit.

The daguerreotypes were minutely examined by the jury.

The Judge observed that, on looking at them again, he perhaps might have been mistaken about the coats. The difference might be explained by the folds and the shade.

The Solicitor-General ?—You told me you were unaware they were taken. Did you see them after they were taken ?—I have no recollection.

Will you swear you did not ?—I will not.

Being further pressed upon the point, he said at the time he was drinking very hard.

Is that your signature (handed up) ?—Yes.

Buenos Ayres, Feb. 28, 1854.

My dear Aunt,—Where are you? In what part of Europe have you fixed yourself! Not knowing where you are, I have directed this letter to the care of Mr. Gosford, who will forward it to you wherever you are. When I was in Santiago last time I had two very fair likenesses taken of me. I send one to my parents and one to you, though I doubt that you will know me again. My personal appearance, of which I always took so much care, has been so much improved by the tropical sun that I think I look much more like a red skin Indian than anything else. But, however, it is not worth thinking of about. I arrived here on the 13th of this month, coming from Mandoza, where I had remained a week. I left Santiago on the 10th and came over the Cordilleras of the Andes, which took me a week to do. If you favour me with a letter, will you have the kindness to direct it to Kingston, Jamaica, West Indies, where I shall be in about three months to get my letters, on my way to Mexico. I shall leave Buenos Ayres, I expect, in a few days for Monte Video. Pray excuse this short letter; I had no time to write more by this post. Pray give my love to my cousins—Believe me, my dear aunt, your affectionate nephew, R. C. THOMSONE.

To the Hon. Lady Doughty.

Have you any explanation to give of that letter ?—I have no explanation to give, except that I have forgotten it.

You have forgotten the daguerreotypes being taken, you have forgotten sending them home, and you have forgotten they were very fair likenesses ?—No answer.

Cross-examined—I think probably I may have left instructions with Moore to send them. I know I did not send them myself.

You had forgotten all about that letter ?—Yes. I had. Do you think now the daguerreotypes were taken ?—Of course, that is quite ended. I knew you had a letter to produce, because you wanted me to swear. (Laughter.) You seemed so anxious to get me to swear.

Have you seen Helsby's evidence ?—Y.s.

And read it ?—Yes; but I do not recollect what it was.

I now call for the order of Mr. James Haunen of 8th September, 1868 (produced).

The learned counsel read the order, which suspended a previous order, on the plaintiff undertaking to present himself on the execution of the commission in Chili, and the colonies of Victoria, New South Wales, and Tasmania, on receiving reasonable written notice.

Do you recollect undertaking to present yourself to the executive on the Chili Commission ?—Yes; I believe I did.

The learned counsel also read another order, postponing the execution of the Australian Commission, to give the claimant time to procure evidence in that country, and also several affidavits respecting the necessity for the appearance of the claimant at the different commissions.

Cross-examination resumed—When I started for Chili I was aware of the nature of my correspondence and Mr. Holmes's correspondence with Don Pedro Castro. When, in 1854, I crossed the Cordilleras, and came down from Santiago to Buenos Ayres, I stayed at the latter place nine or ten days. I wanted to collect evidence as to my identity. I knew I could produce better evidence there instead of being drank, before I went on board the Bella, but he swore what was untrue. I knew what he had sworn when I went to Rio. When I got to Rio, in 1868, I believe I collected evidence with regard to my identity, but none that I could make useful. It might have been useful, but I did not care about having another commission issued. I don't know whether I have any of the witnesses from Rio present as to my identity. They have been written for, I believe. I have seen some here people whom I met at Rio. They are not those whose evidence I collected. At Rio I saw several persons I had known before. One was named M'Dougall. Another was Mr. Thomas Hollinscombe, who had been consul or vice-consul. He was not sent for to the Exchange Hotel to identify me. I saw him, of course. I met him at dinner at Mr. Bertie Matthews's, the British Ambassador's house. I believe I dined at his house. I did dine there. I also met Mr. Blunt, the consul. I cannot recollect whether Mr. Hollinscombe came to the hotel in 1868. In 1854 he was British consul, and I had some transactions with him in that year. I had a solicitor at Rio—I believe so. He was a Mr. Fry, agent of Mr. Holmes. To my knowledge he did not ask Mr. Hollinscombe to my hotel.

Did Mr. Fry, or Mr. Holmes's agent, whoever he was at Rio, say to Mr. Hollinscombe in your presence, "Don't you see Sir Roger?" and did he not say "I have never seen that man before?"—How in the name of goodness could that be so, when I first saw him at Mr. Matthews's house?

Don't put a question to me. Did that conversation pass?—Certainly not.

That you swear?—Yes, positively.

Cross-examined—Mr. Hollinscombe made a friendly call at the hotel after I saw him at Mr. Matthews's, and we smoked a cigar together, but we talked nothing about solicitors, or anything else about this case. I know Mr. Hollinscombe in 1854. He was one of the persons I saw in reference to proving my identity.

Did you find his evidence useful?—I did not get any evidence from him. The reason he did not make an affidavit was that the opposite party were continually writing to him and telling him falsehoods. He acknowledged that many things which I said occurred in 1854 were true, but he said after what he had heard from the opposition he had made up his mind not to interfere one way or the other. He did not say that to me but to Mr. Bertie Matthews. I did not collect any evidence personally. I saw several persons I had known in 1854. Of course I did not ask them whether they were satisfied of my identity. I knew they were satisfied of it, and I put no direct question on the subject.

Why have you no evidence from Rio?—I am not so sure of that. My solicitors may have some.

Cross-examined—I saw a Mr. Cox at Rio. He supplies vessels with everything they require. I don't know the name of the street in which he lives. In 1868 he had retired from business, and was living as a private gentleman. M'Dougall was the builder and owner of the Exchange Hotel. Bennett had been Cox's partner, having been formerly his foreman. I can't recollect for the moment the name of any one else I knew in 1854. I went on to Montevideo. I and the rest of my party parted company. They wished me to go round by the Straits of Magellan, and I declined. I gave them the option of taking what course they liked. They agreed to go overland, but they were persuaded by some that the Indians were very bad, and that they would have their throats cut, and they changed their mind. I, however, had made up my mind to go overland, and I attempted to do so. They went round by the Straits of Magellan, and arrived at Valparaiso. I was very ill at the time. Our whole passage was paid for Buenos Ayres. Having started, I got as far as Cordova. (The learned counsel read the evidence in chief of the claimant as to what occurred at that place.) That is correct. At Buenos Ayres I met a Mr. Waller and Mr. Richard Seymour. I don't think I travelled with them. Yes; I believe one went with me on a trip to Rosario. I most positively swear that I did not see Mr. Seymour at Cordova. He did not travel with me to that place. I parted with one of them last at Villa Nenuva, which is about half way between Rosario and Cordova. I then went back to Buenos Ayres for the last time. I had before been at Cordova. If I had seen Captain Burt and Mr. Maxwell Constable at Cordova I should have gone on. I told Mr. Seymour I was too ill to proceed, and that due diligence had been stopped. I think I was well the night I saw him. I did not tell him I have received important letters from, and I must return. I swear that I told him I had received a letter from Mr. Bertie Matthews. I can't say it was of great importance, but it was of importance. I can't exactly say whether it had any influence upon me in regard to my return. His advice was not to go outside the door without being heavily laden with firearms—(laughter)—and I could not believe his Excellency would write to me in that way without having good reason for so doing. In fact, I don't think Mr. Matthews' letter induced me to return home, but it did not make very comfortable. I received it at Rosario from Mr. Blunt, who was connected with the embassy. I really can't recollect whether I showed this letter to Mr. Seymour at Villa Nenuva, but I think not. Now I recollect, he was with me when Mr. Blunt gave me the letter. I received it four or five weeks before I finally parted with Mr. Seymour. I don't think while I was away I wrote to Mr. Holmes. I knew Mr. Hall and Mr. Stevens were going on to Valparaiso to execute the commission. When I was delayed at Cordova I believe I did not write to Mr. Holmes. My memory is in that way that I can't recollect it. I wrote to Mr. Stevens from Cordova that I could not go on myself, and that I was waiting for Captain Burt and others to come up. No doubt I parted with Mr. Hall and Mr. Stevens on the understanding that I would present myself at Chili to be confronted by the witnesses before the commission, but when I knew that expectation would not be fulfilled I did not write to any one, or say any one on the subject. There was no good writing from Cordova when I was coming back myself, for there was no post over the mountains—only by the Straits of Magellan.

Did you write to Mr. Stevens and Mr. Hall and say the expectation and understanding upon which they proceeded to Valparaiso could not be fulfilled?—Not in so formal a manner as that. I should not take so much trouble to tell them it.

In reply to another question on the same subject, The Claimant said—I tell you I don't know. What more do you want? I suppose you will find out some letter or another, and tell me I must have done it.

My question is perfectly regular, and I am entitled to an answer.

The learned counsel then appealed for protection to the judge; but after some observations from the latter, he did not press for an answer.

The mid-day adjournment then took place.

Did you remain well for some time after parting from Mr. Seymour?—Not for long. I had been ill before, and I was ill again afterwards; but I was quite well when I saw him.

Did you come straight home from Buenos Ayres?—We called at several places on the voyage.

One voyage?—Yes

You made no attempt to go to Australia?—No.

When did you become aware of the Chili Commission?—Partly from one of the passengers on board the steamer.

Did you make no effort to go there?—Not after that.

When did you see the evidence?—Shortly after I arrived in England I found that the persons mentioned in my letters to Castro had been examined, and other persons too.

Did you become aware that they had said they knew Orton, but not Tichborne?—Yes.

Witness was about to speak of what the defendant's agents had done, and the Solicitor-General interfered, and Sergeant Ballantine objected, and the Chief Justice said, no doubt everybody had suffered in health, and perhaps quaninity, on account of the length of the trial.

Sergeant Ballantine said, for himself he was quite well, and ready to go on.

The Chief Justice—Then you are to be congratulated, brother.

Cross-examination continued.

Did you make any effort to go and confront the witnesses?—No.

Shortly after your return did Mr. Holmes cease to be your attorney?—He did.

Do you know why?—Yes, because I declined to go out to Australia.

Was it not also because he and his friends having provided funds to enable you to go to Australia and Chili, you accompanied his managing clerk and counsel to Monte Video, you abandoned them, and returned without going further?—I am not aware—I don't know what you mean by funds raised. All I know is that what funds were provided were raised on my bills for three months at 200 per cent.

Never mind about that. Did Mr. Holmes give as a reason for ceasing to be your attorney your abandoning his clerk at Monte Video?—Certainly not to me; that I will swear upon my oath. He spoke to me the day before yesterday in court; and that was the first time he had spoken to me since my return from South America. He attended the meeting at Rous's of which the witness Mr. Scott spoke.

Did you give that meeting the same reason for not going to Chili?—Yes.

Did you ever tell Mr. Hall or Mr. Stevens any reason?—I have never set eyes on Mr. Hall since.

You did not write to them after turning back from Cordova?—I think not, the Commission was nearly over when I left Buenos Ayres.

Then you left them to fight the battle themselves?—I did not, I believe, communicate with them.

Had you given Messrs. Hall and Stevens an account of your stay in Chili?—I believe they received instructions before they went from Mr. Holmes.

Had you given them a narrative of your stay in Chili?—No one ever spoke on business on board ship.

Did you give Mr. Holmes an account of your life and adventures in Chili?—You'll see that in your affidavit. I should imagine I did.

Witness was then questioned as to Mellipilla, which he said had a population of two or three hundred persons. Could not remember whether it was hilly. Really did not know whether it was a scattered village. Thought the houses were few and far apart. Did not remember any trees. Never heard from Arthur Orton that he had been in Mellipilla, but he had said he was Chili. He (witness) stayed longest at Santiago. Did not remember talking with Orton about Mellipilla, or learning in what part of Chili, except Valparaiso, where he had been. Seldom talked with him about Chili.

Did he seem to like to talk about it, or was it a subject he avoided?—I don't know that; he very seldom talked about it.

When you took the name of Castro, by which alone he knew you, did you ever tell him why you took that name?—I think not. He knew it was not my real name just before my starting.

And did you tell him why you took it?—I did not, and I don't think he asked.

Did he know that you had been in Chili?—I think he must have done, but I don't remember telling him so.

Then how did he know it?—I am sure I don't know. He might have known it from me.

Finding you had both been there, did that lead you then to much talk of the place?—No.

When you went to Rio what became of letters addressed to you?—I gave Mr. Rous authority to open all letters, thinking he was a good friend of mine. He did open them, and supplied you with the contents of them. (Laughter.) You read two of them yesterday.

And he was your friend?—Oh, yes, a friend indeed. (Laughter.)

Where were your letters to go?—To my own house.

Where was that?—Broad-street, Alresford.

Do you recollect before you went whether you were averse to going to Chili?—I was indeed.

Did you say to several people, amongst others to Colonel Lushington, that you would not go to Valparaiso?—I believe I did. I believe I promised Mr. Marx and Mr. Scott to go back from Lisbon, as they persuaded me not to leave England at all. I was obliged to go, as my things were on board the steamer, and I should have come back from Lisbon had I been well enough.

Did you tell Mr. Hall and Mr. Holmes of this?—No.

The Judge—Then having promised them, and undertaken to go to Chili, you left with the intention of coming back when you reached Lisbon?

Witness—Yes; and I might as well mention at the same time there were two medical gentlemen—Drs. Lipscomb and Coney—who gave certificates, saying it was most dangerous for me to attempt to leave England then.

Have you got those certificates?—No. I have not seen them since they were exhibited to counsel.

On the 3rd you swear your leading counsel advised it was necessary and proper for you to go to Australia and Chili, and that it was your intention to go. You started six days after; did you in the interval obtain those certificates?—I don't know; if I may be allowed to speak, I will ask Mr. Holmes's clerk to produce the certificates.

But the execution of the Commission was suspended on account of your affidavit of the 3rd. Did you get the certificates after that?—Really I have no memory on the subject; but if you get the certificates they will speak for themselves. My impression is the certificates were given before that. I determined to return from Lisbon by the advice of friends after the 3rd. That advice was given by Mr. Marx and Mr. Scott at the former's house.

Did they know of the affidavit?—I think not, I looked upon it as a formal document, and thought no more about it.

The Judge—But did you not tell them that you had undertaken before a judge to go to Australia and Chili?

Witness—No. I dare say I thought nothing about it after I had signed the document.

Was there no allusion for what the affidavit was wanted?—I can't remember.

Did you think coming back from Lisbon was a performance of your undertaking?—I thought my health demanded it.

The Judge—Then why did you not tell Mr. Hall and Mr. Stephens?

Witness—I might for what I know. I am not certain I did not.

Were you very ill at Lisbon?—Yes, with erysipelas.

Is this (handing a letter) your handwriting?—Yes, it is one of those I sent to Rous.

The Solicitor-General read the correspondence:—

Ship Oneida, near Lisbon,

Dear Rous,—So far we have had most lovely weather, and I have been very well. The eyresepelas has quite disappeared. Stephens and Mr. Hall are quite well, in fact every one on board. She is a very fine ship, and every comfort that's required.

I suppose the illness came on after, did it?—How?

Were you ill afterwards?—I don't know! there is some reason why I did not come back. (Laughter.) I dare say it was my legs.

Sergeant Ballantine—The letter shows he was ill near Lisbon.

Witness—I believe Mr. Scott has my letter stating the reasons why I did not come back.

The Judge—Does this remind you of the reason why you did not come back?

Witness—Yes, my lord. The reason I did not come back from Lisbon was that some of my luggage was below, and could not be got up.

Here is an extract from your letter:—"I trust entire to you to look after my dear wife and children in my absence, &c. I will write again to Rio, and let you know the remainder of the journey." What do you say to that?—What do I say to that? Why it is right enough.

Did you really inquire about the luggage?—Yes, of course I did. The passengers whose luggage was landed at Lisbon were booked for that place.

And this letter was sent to Rous?—Yes, under the impression that he was a staunch friend. I was so ill that I had to be handed into the cabin every night.

And that is what you call being "quite well"?—Well, I suppose you know it's possible for a man sometimes to say he is well when he is not?

Yes, and sometimes the reverse is done. Now was there a meeting on your return?—Yes. There were present Mr. Serjeant Cushing, Colonel Cushington, Mr. Guilford Onslow, Mr. Norris, Mr. Bulpett, Mr. Holmes, myself, and others.

Mr. Marx?—I don't know.

Will you swear?—No. How ready you are to get me to swear to anything like that. If I said he was there I suppose you'll have a letter to say he was not. (Laughter.)

Did Mr. Holmes give an account of the Chili evidence to the meeting?—I think not, because I had lent Colonel Lushington my copy, and he was reading it in the room.

Discussions took place as to how far this evidence came under the head of privileged communication, Mr. Holmes being at the time the claimant's legal adviser. During the discussion Mr Scott's evidence was read, stating that he, as chairman of the meeting at Alresford, was desired to call the plaintiff in and tell him that, in consequence of some letters which were said to be forged, the gentlemen named had resolved to withdraw their support from the plaintiff's cause.

The Judge thought there was no privileged communication in a gentleman attending a meeting with his attorney. It was the same as an insolvent and his attorney meeting his creditors.

Ultimately Sergeant Ballantine withdrew the objection, and the cross-examination was continued.

Was the account given by Mr Scott of the meeting correct?—No, it is evident Mr. Scott's memory has failed him. Mr. Marx was not there, and the Chilian evidence was not read in my presence.

Were you asked at that meeting to account for abandoning your counsel in South America and coming home?—I can't say whether I was or not. I have no recollection. Mr. Blount says no, and he is true. I was asked.

What reason did you give?—It would be the truth, no doubt, the same as I have told you.

Your health?—Well, my health had a good deal to do with my coming back.

What made you tell her you had sent her sister a portrait, and promise to send one of yourself?—There is no doubt it was very indiscreet of me to do such a thing.

Why did you not go down and say there was a mistake, and tell her you were not her brother? Why did you not show yourself to her?—I don't know that I had any objection to doing so, but I never thought of it.

And you preferred to tell a tissue of falsehoods to going down to her?—You have no right to say that.

Did you not tell a tissue of falsehoods?—No doubt about that. (Laughter.)

The Judge—Is there a single word of truth in the letter from beginning to end, including the signature?

Claimant—I think it is false from beginning to end, my lord.

Why did you say they were not in your handwriting?—Because I thought I should lose my friends if I said they were my own.

Listen to this letter:

Gravesend, 7th January, 1867.

Dear Madam,—Received your kind letter this morning, and very sorry to think you should be so much mistaken to think I am your brother. Your brother is a very great friend of mine, and one whom I regard has a brother, and I have likewise promised to send him all the information I can about his family. I cannot call on you at present, but will do so before long. I sent you a ster the likeness of your brother's wife and child this morning. I should have sent you one, but I have only one left, which I require for copying. I have likewise one of himself, which I intend to get some copy of. I will then send you some of each. My future address will be R. C. T., post office, Liverpool. Hoping to have the pleasure of making the acquaintance of my friend's sister before long, I remain yours respectful,

W. H. STEVENS.

Is that your handwriting?—Yes, it is my handwriting.

Who was this letter addressed to?—I suppose the envelope will tell you.

Do you mean to say you do not know?—No I do not. It was one of the Jewrys, I suppose—whichever one wrote to me.

Are both of them Arthur Orton's sisters?—Yes.

Is this letter written in your natural hand?—No, I think not. It is not.

Written then in a feigned hand and signed W. H. Stevens?—Yes.

Have you got the "kind letter" it refers to?—No, I have not.

What has become of that?—I do not know, I'm sure.

Did you give it to Mr. Holmes?—I think not. I think I destroyed it at the time.

Did she address you as W. H. Stevens?—I think not. I might have been so.

But was it?—I can't tell. I suppose it was.

Where was it addressed to you as Stevens?—Where is the letter dated from.

Gravesend?—Then it would be Gravesend.

What was the "kind letter" about?—I have no recollection. I think she wrote to me on account of seeing my arrival in the papers.

Whose arrival?—Mine.

What Stevens's?—No, not Stevens.

Then if she saw the arrival of Roger Tichborne, why did she address you as Stevens?—I think that seeing the name of Castro connected with my own, she wrote to me.

How do you know the letter was signed W. H. Stevens?—I left a letter when I went into the neighbourhood signed in the same way.

Why?—Because I wanted to find out all I could know, and have nothing more to do with the people.

Why did you take the name of W. H. Stevens?—There was a person on board the vessel of that name.

Was he a Fenian reporter?—Well, I can't say whether he was a Fenian reporter, or a spy sent out by your side to watch me. (Laughter.)

Where did you fall in with W. H. Stevens?—In New York.

And did you come home with him?—Well, he came home with me. (Laughter.)

How came you to take his name?—It was a matter of convenience.

I suppose the "great friend of mine, and one whom I regard as a brother," is meant for Orton?—Yes.

Quite another self then?—I don't see why you should say that.

You greet him "all the information" you could about his family; I dare say?—I don't think I did.

Did you really correspond with Arthur Orton about his family?—Yes. I know I wrote one letter to him.

Did you get any reply to that?—No, I did not.

In this letter you speak of "the likeness of your brother's wife and child." Was Arthur Orton married?—No.

Had he a child?—No.

Was the likeness you sent one of your own wife and child?—I sent no likeness at all at that time.

Then why did you in the letter say, "I sent your sister the likeness, &c., this morning"?—I sent it at another time.

The Judge—Then did you write in your letter that which was not true?—I intended to send it, my lord, but did not at that time.

The Solicitor-General—Did you send a portrait of your own wife and child afterwards?—Yes, I did.

Sent it as Arthur Orton's wife and child?—Yes. (Sensation.)

A photograph was here handed to claimant, who said it was a portrait of his wife and child.

Is that a portrait of the lady you call Lady Tichborne?—Yes.

And the heir-at-law?—No, it is a little girl. (Laughter.)

A juror, who with his brethren had been inspecting the picture, drew attention to the fact that it had been taken in Sydney.

The Judge—Then what you say is that this likeness which you sent was a likeness of your wife and child?

Claimant—Yes, my lord. As I had said in my letter what was untrue, they continually bothered me to send the likeness, until I sent one of my own thinking it would quiet them. (Laughter.) I never thought it would be used in this way.

Cross-examination continued—Then this letter would not describe your wife and children if you were Arthur Orton?—But you see I am not Arthur Orton. I acknowledge it was very indiscreet of me to do all this.

What do you mean by wanting a likeness to copy from?—I quite agree that is as absurd as the other.

What did you want it for?—I really cannot tell you, I am sure. It was really very indiscreet doing so.

Why should you be writing this nonsense about wife and child when there was none?—Well, it appears I have never written anything but nonsense in my letters, as they appear in this court.

Oh! you do yourself an injustice, I assure you. Did you require the likeness for copying?—No; I think the one I sent was the only one I had.

Then that was all a flourish, was it?—That was all.

You say, "I have likewise one of himself, which I intend to get some copies of." Was that meaning yourself or Arthur Orton?

On London—6 months' sight.....1s. 10¼d. per Rupee.
Ditto On demand .....1s. 10⅜d. "
On Paris—3 months' sight .....2fr. 20 Francs. "
Letters of Credit.....1s. 10⅜d. "
Ditto for Italy and France, payable in Gold without Commission.1s. 10⅛d. "

CURRENT ACCOUNTS.

Interest is allowed at TWO PER CENT. on minimum monthly balances.

DEPOSIT ACCOUNTS.

Interest at THREE PER CENT. allowed on money placed in Deposit at seven days' notice.

Interest at FOUR PER CENT., subject to six months' notice of withdrawal.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

E. J. HARDCASTLE, Manager.

14, Rampart Row, Bombay, 28th May 1871.

AGRA BANK (Limited).

Capital—£1,000,000 (One Million Sterling).
In 100,000 Shares of £10 each.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

LONDON BANKERS.
The Bank of England,
Messrs. GLYN & Co.,
AND
The National Bank of Scotland.

Edinburgh Branch—17 St. Andrew Square.

BRANCHES IN INDIA AND CHINA.

Calcutta	Agra.	Kurrachee.	Shanghai.
Madras.	Bombay.	Lahore.	Hongkong.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months' sight at 1/11 per Rupee.

4	do.	1/10 15/16	"
3	do.	1/10 7/8	"
2	do.	1/10 3/4	"
1	do.	1/11 11/16	"
On demand		1/10 5/8	"
On Scotland		1/10 5/8	"

Circular Notes payable throughout Europe ..... 1/10 1/2 "

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.

INTEREST CHARGED

On Loans on Government Paper and Railway Shares.
3 Months.....2 per cent. per annum.
" 1 to 2 " .....4 per cent. per annum.
" on other approved Securities
2 Months.....6 per cent. per annum.

INTERESTS

On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.

On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per annum

Do.	6	do.
Do.	12	do.

The Bank takes charge of Government Paper and other Securities for constituents without charge.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank (Limited), or order.

Hours of business, 10 to 3; Saturday, 10 to 1.

EDWARD MORRISS, Manager.

Bombay, 16th June 1871.

INSURANCES.

SUN FIRE OFFICE.
ESTABLISHED 1710.

POLICIES opened on WAREHOUSES and SHOPS, MERCHANDISE, DWELLINGS, HOUSEHOLD FURNITURE, and other insurable property, in Bombay and the Mofussil, at current rates, by

PEEL, CASSELS, & Co., Agents.

ROYAL EXCHANGE ASSURANCE CORPORATION.—Policies covering the risk of Fire on Merchandise and buildings in Bombay are issued by

REMINGTON & Co.,
Agents, Royal Exchange Assurance Corporation.

Bombay, 16th August 1865.

THE LIVERPOOL and LONDON and GLOBE INSURANCE COMPANY.

Policies of Insurance against Fire, upon Dwelling Houses and other Buildings in both the European and Native parts of the Island of Bombay, continue to be issued by the undersigned on behalf of the above Company.

The rate on Pucka-built Bungalows situated outside the Fort of Bombay, or in any part of the Bombay Presidency, is now reduced to (6) six annas per cent. per annum.

RITCHIE, STEUART & Co.

GUARDIAN, FIRE, and LIFE ASSURANCE COMPANY.

Established 1821.—Capital £2,000,000.

POLICIES of INSURANCE against FIRE granted on all approved Buildings and contents thereof in Bombay and the Mofussil at moderate terms by

SIR CHARLES FORBES & Co., Agents.

Bombay, 1st September 1870.

NORTH BRITISH and MERCANTILE INSURANCE COMPANY.

Established 1809.

Incorporated by Royal Charter and Special Acts of Parliament.

CHIEF OFFICES:
64, Princes Street, Edinburgh;
61, Threadneedle Street, London, E.C.

CHAIRMAN OF THE GENERAL COURT:
Right Hon. Lord Lawrence, of the Punjab, G.C.B., & K.C.S.I.

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R. B. Maconochie, Esq., of Gattonside.
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George Young, Esq., Merchant.

Solicitor:
Sir W. R. Drake, 46, Parliament St.

AUDITOR:
George Murray, C.A.

GENERAL MANAGER:
David Smith, W.S.

The Directors beg to intimate that, with the view of carrying on the Life Business of the Company in India, they have established a Branch Office in Calcutta.

The principles upon which the Company conducts the Life Business combine the system of Mutual Assurance with the safety of a large Proprietary Capital.

The President, Vice-Presidents, and Directors are all Shareholders of the Company.

The Security afforded by the Company to meet the obligations under its Life Policies consists of—

1	The Accumulated Funds in the Life and Annuity Departments, specially invested to meet the claims in those departments, amounting, as at 31st December, 1869, to	£2,203,659
2.	The Paid-up Capital of the Company	250,000
	In addition to which there is the unpaid Capital of	£1,750,000
3.	The Life Revenue, which for 1869 consisted of—	
	Life Premiums 2269,387	
	Interest on Funds, &c..... 94,217	
		363,604

The Rates of Premium are moderate and generally lower than those of other offices.

Reduction to English Rates without Medical Certificate, or fresh examination.

Nine-Tenths of the whole Profits in the Life Business are divided amongst the assured in the Participating Scale every Five Years.

The next Division of Profits will be made as at 31st December 1873.

All Policies on the Participating Scale opened on or before that date will share in the Fund then to be divided, which will consist of the Profits made during the previous Five Years.

The following Gentlemen have been appointed, with all the usual powers, as a

LOCAL BOARD OF DIRECTORS, viz.:—

H. M. Aitken, Esq., Merchant.
L. P. Delves Broughton, Esq., Administrator General.
F. D. Chauntrell, Esq., Government Solicitor.
R. A. Lyall, Esq., Merchant.
Capt. H. F. Lovell, Superintendent P. & O. S. N. Co.
Medical Officer, Dr. C. Palmer, 6, Middleton Street.
Manager, W. B. Walls, Esq.
Law Agents, Messrs. Collis & Co.

Prospectuses, containing Tables of Rates and Conditions of Assurance, Forms of Proposal, and every information may be obtained at the Company's Office, 15, Chowringhee Road, Calcutta.

Or from the Agents at

Agra	...	...T. Bailey, Esq.
Akyab	...	...Agent of Bank of Bengal.
Colombo	...	...Messrs. J. Gibson, Thomson & Co.
Dacca	...	...J. J. Gray, Esq.
Dinapore	...	...Messrs. F. Smyth & Co.
Galle	...	...Messrs. J. Gibson, Thomson & Co.
Howrah	...	...John Lindley, Esq.
Kishnaghur Districts		...Archd. Hills, Esq.
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Lahore	...	...Hector Gunn, Esq.
Madras	...	...Messrs. C. Shand & Co.
Mirzapore	...	...Messrs. Hamilton, Brown & Co.
Rangoon	...	...Messrs. Buchanan & Co. and
Bombay	...	...W. NICOL & C.

April 1871.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

DOR WORKS:—NEWPORT, MONMOUTHSHIRE, ENGLAND

REASONS FOR PREFERRING DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL.—On the important question of the right kind of Cod Liver Oil to be administered, Dr. Edward Smith, F.R.S., many years one of the Physicians to the Brompton Hospital for Consumption, and now Medical Officer to the Poor Law Board of Great Britain, in his well-known treatise on "Consumption," gives the following instructive information:—"The quality of the Oil should be regarded. We have been informed by a manufacturer of Cod Liver Oil, that probably not one-tenth or the Oil which is sold is altogether derived from the liver of the Cod Fish. Hence we think it a great advantage that there is one kind of Cod Liver Oil which is universally admitted to be genuine—the Light-Brown Oil supplied by Dr. de Jongh. It has long been our practice, when prescribing the Oil, to recommend this kind, since, amidst so much variety and uncertainty, we have confidence in its genuineness."

Dr. de Jongh's Light-Brown Cod Liver Oil is supplied only in imperial half-pints, pints, and quarts, sealed with a capsule impressed with Dr. de Jongh's trade-make stamp, a cod fish on a shield encircled by the words "Dr. de Jongh's Cod Liver Oil." Without this capsule none is genuine. Sole Consignee, Ansar, Harford, and Co., 77, Strand, London; and sold by all Chemists, Druggists, and Storekeepers.

WINES, SPIRITS, BEER, &c.

GILL AND COMPANY,
WINE MERCHANTS.

ESTABLISHED IN LONDON IN 1795.

LONDON .....27, Cruchfield Friars, Mark Lane.
BOMBAY .....Rampart Row.
CALCUTTA ...Government Place.

GILL & Co. beg to request the attention of the Public to the undermentioned LIST of their WINES and SPIRITS, which, for quality, cannot be surpassed, and on trial will be found to merit the high opinion formed of them in the Bengal Presidency.

Traders will be dealt with on their usua wholesale terms. Quotations in Rupees per dozen, good delivery (being London prices with charges added).

CHAMPAGNES—Rs. 30, 43, 49. Half pints 18.
SPARKLING MOSELLE and HOCK—Rs. 35.
SHERRIES—Rs. 19, 24, 29, 31, 32.
PORTS—Rs. 23, 31.
STILL MOSELLES—Rs. 20, 27.
STEIN WEIN—Rs. 23.
STILL HOCKS—Rs. 16, 21, 22, 31, 33, 37.
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RED BURGUNDY—Rs. 16, 18.
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BRANDIES—24, 32.
OLD TOM GIN, Rs. 15. HOLLANDS, Rs. 18. Superior OLD JAMAICA RUM, Rs. 20. SCOTCH WHISKEY, Rs. 17. DUTCH LIQUEURS.

The above are Cash quotations.

The Wines are packed in cases of 1 dozen quarts and 2 dozen pints; sample bottles may, however, be had.

We regret we have been obliged, by the effects of the late Continental War, to advance the price of our Champagnes. The quotations will be as above from this date.

NOTICES.

MONSOON SEASON.

ASQUITH AND COMPANY,
SHIRTMAKERS, HOSIERS, AND OUTFITTERS,
UNDER THE PERSONAL MANAGEMENT OF
F. ASQUITH,
(Five years with Badham & Co.)

MOFUSSIL RESIDENTS

Remitting amount with Order ensure immediate attention and despatch.

CATALOGUES ON APPLICATION.

HATS AND HELMETS.

SUPERIOR MANUFACTURE.

		Rs. as.	Rs. as.
Drab Shell Hats, Tall, best quality	... ...	8 8	10 0
Black Shell Hats,	... ...	9 0	10 0
" A Special Hat for the Rains"	... ...	10 0	12 0
Dress Hats, best quality	... ...	12 8	14 0
Small Felt Hats, shapes—			
Harrogate, Walmer, Egerton	all stiff	6 8	7 0
St. James, Bradford, Worsley			
Stafford, Blenheims, Half Stiff Hat, adapting itself to any form	Comfortable	6 8	7 8
Naples Felt	all stiff, best	7 0	8 0
Tweed Hats, for Travellers	... ...	5 0	6 0
Scotch Caps "Strathpeffer"	... ...	5 0	6 0
White Helmets, without Indiarubber, best Cork and Felt, fitted with Chin strap		14 8	16 0
White Hunting Helmets, Cork and Felt	... ...	16 0	18 0
Drab Hunting Helmets, best Felt	... ...	8 8	10 0

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SHIRTS FOR THE RAINS.

FITTING WITH PRECISION AND EASE.

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OXFORD CLOTH.—A Fresh Supply of this comfortable and absorbing material